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LAND ROVER

LRM

MONTHLY



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Welcome

July 2015



BORN TO BE WILD

Ready for adventure? There's a whole world out there waiting for you and your Land Rover to explore

Your Land Rover is like the ideal family pet. It sits there patiently on your drive, perfectly behaved and doing all the things a domesticated animal should. But all the while it secretly yearns to be out there in the wild, doing the stuff it was designed to do. In fact you could argue that it's cruel not to allow it to do just that.

After all, every Land Rover leaves the factory adventure-ready. On a Land Rover, ruggedness isn't an optional extra. You won't break it if you use it to do what it's designed for.

This edition of LRM is dedicated to adventure. We're making it our mission to show you just some of the places that are best explored from the driver's seat of your Land Rover. No other vehicle does it better.

"Every Land Rover leaves the factory adventure-ready. On a Land Rover, ruggedness isn't an optional extra"

Your Land Rover would take you around the world, if you wanted it to. But you don't have to circumnavigate the planet. Adventure in your Land Rover is a greenlaning trip away, as we show you this month. I hope this special issue inspires you to get out there and enjoy the special benefits of Land Rover ownership.

Just around the corner is the Billing Show, which is an adventure in itself. This year is the event's 25th anniversary, plus the last day of the show, Sunday August 2, has been nominated as International Land Rover Day. The latter is the brainchild of the Norway Land Rover Club, who suggested a special day to mark the end of Defender production. Since then their suggestion has gone viral and folk from all over Europe are heading to Billing in Northamptonshire to celebrate with fellow enthusiasts. Hopefully we'll see you there!

Whatever you do this month, happy Land Rovering!

Dave

EDITOR
DAVE PHILLIPS
dave@lrm.co.uk



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www.facebook.com/landrovermonthly



PATRICK CRUYWAGEN
He's been fitting a new-old bumper on his Discovery



RICHARD HALL
Tdi timing belts cause concern at the Norfolk Garage



ED EVANS
Don't demonise diesel, says our Technical Editor

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DUNE AND DUSTED!



LRM TECHNICAL

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CHASSIS SWAP

Our Defender chassis swap is in its final stages, as the body goes back on and mechanical work is completed.

DEFENDER CHASSIS SWAP

Our Defender chassis swap is in its final stages, as the body goes back on and mechanical work is completed.

DEFENDER CHASSIS SWAP

Our Defender chassis swap is in its final stages, as the body goes back on and mechanical work is completed.

BRITPART 152

THE BEST OF BRITPART'S BEST

RE-FITTING THE BODY

If you're taking the previous approach to fitting the body, it's important to ensure the body is properly aligned and the chassis is correctly positioned. The only way to ensure this is by using the correct tools and techniques.

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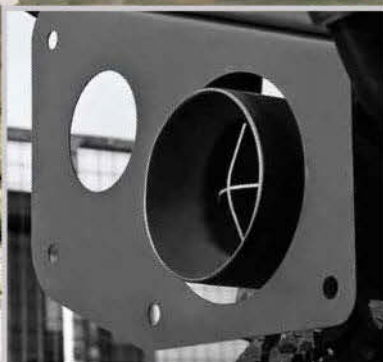




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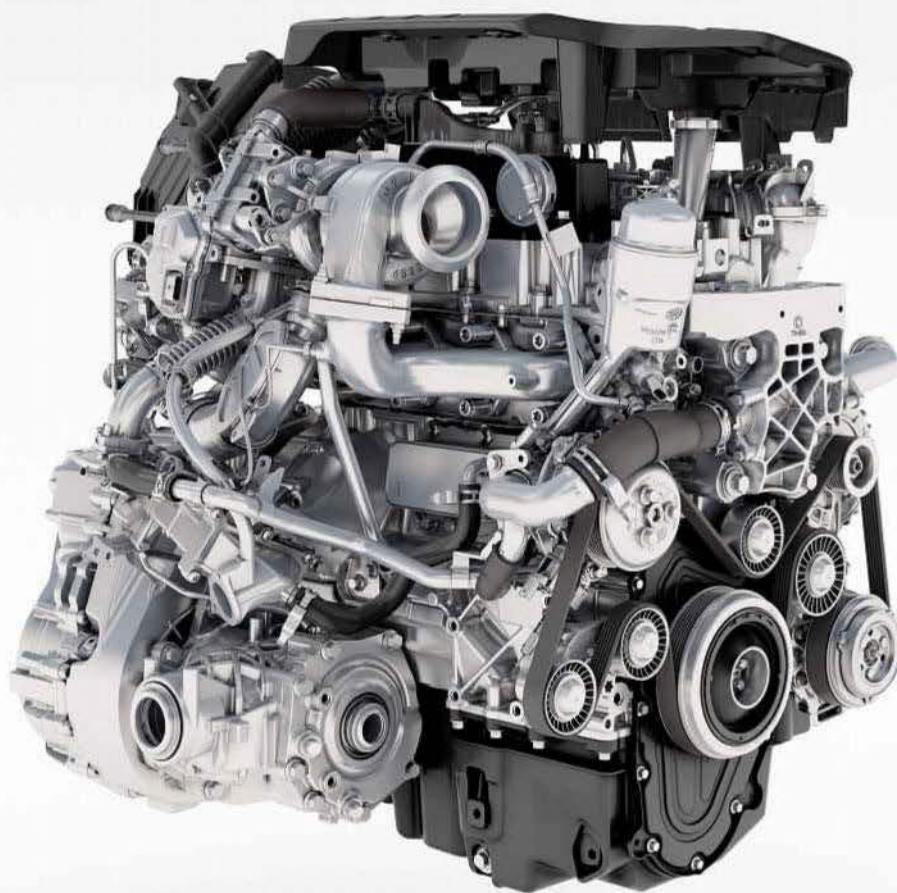
MONZIAL RETRO
9" x 20"

Diamond Cut on Piano Black
Volcanic Black



UPFRONT

All the latest Land Rover news from around the world



DISCOVERY SPORT IS FIRST TO GET INGENIUM...

THE DISCOVERY Sport is to be the first model to receive the all-new Ingenium engine.

The Disco Sport, which was launched last year to replace the Freelander, will get the new generation of British-produced diesel power plants under the bonnet from September onwards.

The 2.0-litre four-cylinder Ingenium diesel engine is designed to deliver class-leading torque and power output figures, as well as reduced CO2 emissions and lower fuel consumption.

The EU6-compliant Ingenium engine will be available in two states of tune, 150PS and 180PS. The new 150PS derivative in its five seat setup provides fuel economy of up

to 57.7mpg and CO2 emissions from 129g/km, whilst the TD4 180PS in its standard 5+2 configuration delivers 139g/km and 53.3 mpg on the combined cycle.

The arrival of these cutting-edge engines will replace the current diesel engine in EU6 markets.

The new aluminium engine features lightweight construction, with stiff cylinder blocks and decoupled injectors, which ensures low levels of vibration and noise. Advanced technologies reduce internal friction, while a new low-pressure exhaust gas recirculation system reduces CO2 and NOx emissions.

Pricing for the Discovery Sport featuring Ingenium engines remains unchanged whilst the new TD4 150PS

engine brings a lower starting price of £30,695 for the manual five seat 'SE' trim. Across the range service intervals have been extended from 16,000 to 21,000 miles.

In the UK, the revised model line-up adds HSE Black which builds on the existing HSE specification and features the popular Black Pack and privacy glass enhancing the visual appeal in response to positive customer feedback. The HSE Black Auto is priced at £41,250 on the road.

Land Rover's advanced new Ingenium engines are manufactured in the UK at the company's new state-of-the-art £500m Engine Manufacturing Centre in the West Midlands, which is set to produce 450,000 Ingenium engines each year.



LETTERS
PAGE 16
All your views
on the Land
Rover scene



PRODUCTS
PAGE 24
What's new in
accessories, tools,
clothes and gifts



JLR HAS launched the new Land Rover Heritage Division, offering original Land Rover vehicle parts for models that have been out of production for more than a decade.

Body, trim and extended servicing items are available for Range Rover Classic, while for Range Rover P38 and Discovery 1 and 2, the new division will supply salvage and extended service parts.

For Series I, II and III, selected Land Rover Heritage Parts are available and the brand will gradually reintroduce more original part numbers – all made using original tooling

methods and with all items supported under warranty.

Land Rover has also committed to supply replacement parts for 15 years for the Defender, which goes out of production at the end of the year.

John Edwards, Managing Director of Jaguar Land Rover Special Operations, said: "It is estimated that 70 per cent of all Land Rovers manufactured since 1948 are still in existence so there is clearly a large and very passionate owner base to support through Land Rover Heritage."

...AND EVOQUE IS SECOND

THE SECOND Land Rover model to get the new Ingenium engines is the Range Rover Evoque, which is being updated for the 2016 model year. The frugality of the new generation of lightweight engines will be seen most clearly on the two-wheel-drive eD4 variant, which will deliver a claimed 68mpg, according to Land Rover.

Also for 2016, customers can personalise their Evoque with an increased range of standard and optional equipment. From September, customers can select from SE, SE Tech, HSE Dynamic, HSE Dynamic Lux and Autobiography variants.

The Exterior design of the Evoque has been updated with carefully selected revisions including a new front bumper, two new grille and three new alloy wheel designs. UK pricing starts from £30,200 and includes new features as standard including Lane Departure Warning, Autonomous Emergency Braking (AEB), heated eight-way adjustable front seats, automatic headlamps, rain sensing wipers and auto climate control.

INTERNATIONAL LAND ROVER DAY!

NORWEGIAN LAND Rover enthusiasts are urging fellow fans from all over the world to help them mark the passing of the Defender by taking part in the first International Land Rover Day.

The idea comes from the Norway Land Rover Club (Norsk Land Rover Klubb), who have earmarked Sunday August 2 for the big event.

A spokesman said: "In December production of the Defender comes to an end. On August 2 we aim to get as many Land Rovers as possible on the road all over the world as a mark of respect to the Defender and its forebears.

"Like one of these flash mobs where people begin to dance together in a public place let's stand up and be counted. If we share this post on all of the groups and forums we belong to around the world this should go viral."

August 2 is also the final day of the annual Billing Show – making it the ideal venue in the UK for enthusiasts to mark International Land Rover Day – so *LRM* urges as many Land Rover fans as possible to converge on Billing to celebrate. More details on page 91.

Come join in the fun at Billing on August 2!

NEWS BITES

KAHN'S PICK UP

YORKSHIRE LAND Rover customisers Kahn Design have launched another member of the distinctive Flying Huntsman family.

The Flying Huntsman 105 Pick Up adds over 15in to the wheelbase of the Defender 90, on which it is based. The unmistakable long-nosed creation also includes extended wheel arches and tasty 18in Defend 1945 Retro Wheels in matt black.

It costs £58,875 (plus VAT). Go to www.kahndesign.com

WANT TO BE A BRITPART STAR?

HOW WOULD you – or rather your Land Rover – like to be a calendar star for 2016? Land Rover parts specialist Britpart are planning their calendar for next year and want to feature the pictures of proud Land Rover owners' vehicles.

"It doesn't matter what model or age of vehicle. We want to see pictures of Land Rovers in rural, foreign and urban environments – use your imagination," says Britpart's Marketing Manager, Richard Pigg.

Winning entries will all feature in the new 2016 calendar and win a prize.

Post your entries to: Richard Pigg, Britpart, The Grove, Craven Arms, Shropshire SY7 8DA or email richard.pigg@britpart.co.uk

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THE WINNER of a Karcher pressure washer in our June Find Herbie competition was Rob Burgess, from Market Harborough.



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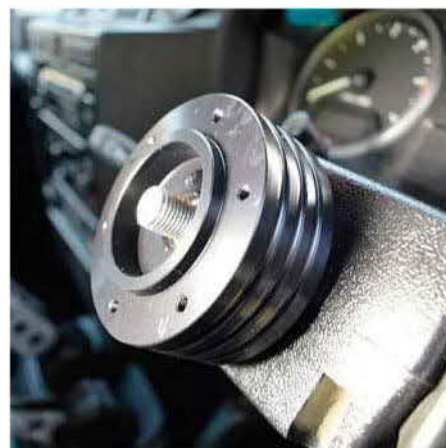
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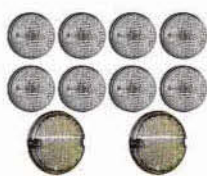


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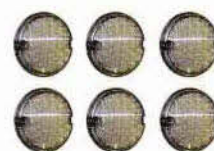
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EXTENDED SEAT RAILS £35.00



PEDAL LOCKS £89.00

Ian West Cartoon

UPFRONT



"You had better be quick finding a tow or the picnic will be all gone by the time you get back."



IAN WEST

... has been driving Land Rovers for over 40 years and drawing cartoons for *LRM* since issue 2. He lives in Epping Green, Essex.

Readers' Letters

UPFRONT

SMART CHOICE

GIVEN THE number of Defenders being stolen, I looked at crime prevention measures and came across Smart Water – a traceable liquid and property forensics asset marking system that can be applied to items of value to deter theft and to identify culprits for prosecution.

Smart Water also make a high-temperature version of the kits for vehicles with catalytic converters.

When ordering a Smart Water kit, they take the registration number of your vehicle, which goes on to their database; this then has a unique code assigned to it and you receive a small phial of the liquid. You then apply the Smart Water to parts of your vehicle, for example wheels, diffs, engine parts, body, and interior.

They also supply stickers, which inform any would-be thief that the vehicle has been forensically marked and would be a liability to sell on or break up.

Please note I am not connected to Smart Water in any way.

PS: When ordering, Smart Water have offered a special promotion code for *LRM* readers, just quote ROVER15.

Neil Redit (via email)

DEFENDER SMUGGLERS



BENJAMIN NATTER, 32, an attorney, and his fiancé Ruth Martinez, 37, both of New York, were convicted of attempting to smuggle a car into the United States, were each sentenced to pay a \$5000 fine by US Magistrate Judge Jeremiah J. McCarthy. Martinez also forfeited a Land Rover Defender.

In May 2013, defendant Natter purchased an alleged 1985 Land Rover Defender from a seller in England. Natter then paid a friend to import the car into Canada.

On October 19, 2013, the friend who imported the car into Canada attempted to drive the Land Rover into the United States at the Rainbow Bridge Port of Entry. The plates used on the car were provided to the friend by Natter and Ruth Martinez.

The friend was pulled over by Custom and Border Protection Officers for a secondary inspection. During the search, officers found the vehicle's actual licence plates from England. Although the friend claimed that the Land Rover was produced in 1985, further

inspection revealed the vehicle was in fact produced much later, which prevented it from legally entering the United States, which does not allow the importation of any vehicle less than 25 years old without a safety inspection. The Land Rover was then seized by officers.

During the course of the investigation, both defendants provided false information to CBP officers regarding ownership and origin of the vehicle. After further investigation, it was learned that Natter was a collector of Land Rover Defender vehicles and orchestrated the smuggling attempt.

Department of Justice, New York, USA

Modern Defenders disguised as pre-1985 models have been illegally imported into North America for many years. It was therefore inevitable that the US authorities would clamp down on the smugglers. There are videos on YouTube of illegally-imported Defenders being crushed, so those who break the law should know the risks involved – Ed.

FREELANDER WORRIES



I HAVE recently bought a Freelander 2 (57 plate Td4 manual with Terrain Response). I had wanted a Defender or Discovery, but had to make a compromise with the wife as she would be driving it too.

It's a great vehicle to use daily – I have no complaints – and now I want to test its off-road abilities. But when I talk to people about this they frown and tell me its no good for going off the tarmac, citing ground clearance and lack of low range box. If *LRM* ever does a feature on off-roading in the Freelander 2 to show its capability, I'd happily bring mine along.

I live in Pembrokeshire, which has some stunning scenery. I drive around the county as an HGV driver and see many lanes that could be explored, but it seems there is a big hatred of 4x4s going off-road here. I've struggled to find any permissible routes and many byways have been left to get overgrown or are now bridleways. Again, I'd love *LRM* to do a feature on the lanes of Pembrokeshire.

Thanks for a great magazine. I enjoy reading it each month.
Kevin Rose, Pembrokeshire

The Freelander's ground clearance isn't as great as other Land Rovers, but it's not that bad! Avoid deep ruts and you should be okay. The lack of low box means precision driving over tricky terrain is more difficult, but the truth is that in most off-road situations the Freelander is a very capable performer.

It's been a while since we last went greenlaning in Pembrokeshire, so I expect our Patrick will soon come exploring in your neighbourhood.

Watch this space – Ed.

PRICED OUT THE MARKET

I AGREE with Nigel Bennett (May *LRM*, Letters). Us average Defender fans are being priced out of the market because more affluent fans are happy to spend hundreds of pounds on frivolous items that look flashy.

Specialist dealers also don't help by buying up used Defenders and selling them on after a spruce-up at over inflated prices.

We have to accept that Defenders are getting harder to find at the prices they used to be. What I don't like however is viewing a low-mileage Defender locally, agreeing a sale, going away to get cash from the bank and while at the bank getting a phone call to say it's been sold to someone else, only to find it for sale in last month's magazine for almost three times the price from a Land Rover specialist.

It's this sort of thing that will eventually, and sadly, turn a lot of fans away from the marque.

From a disheartened Bristol Land Roverist.
Darren (via email)

V8'S NAUTICAL CONNECTION

REGARDING V8's nautical secret in June's issue of *LRM* within the Letters section...

I believe this may be true and I think it was William Martin-Hurst, our MD at the time, who visited that boatyard.

JLR still have the original drawings and yes we did employ a GM engineer to join the company on a consultancy arrangement.

Hope this helps.

Roger Crathorne
Land Rover

For those who missed June's issue, Don McBean of Aberdeenshire shared his memories of the origins of the Rover V8 engine in the 1960s, claiming that the original engine had been designed by Buick to power boats, but was dropped because the engine failed when used in salt water. Now Roger Crathorne (aka Mr Land Rover) has confirmed the key details – and another important chapter of Land Rover history can now be duly revised – Ed.

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START 'EM YOUNG

AT ONE month old, Bonnie is a future Land Rover owner in the making. She already prefers to go out for a ride in my old 200Tdi Discovery over my good lady's Mercedes – and my other daughter Lauryn wants a Landy when she passes her driving test in three years. I need a bigger driveway...

Gavin Lane, Chesterfield

Bonnie is clearly a baby with impeccable taste – Ed.

FIND HERBIE AND

WIN



A PRESSURE WASHER

THIS IS your chance to win a Karcher K4 pressure washer and attachments. All you need to do is find Herbie hiding somewhere on the pages of this issue. This month he's helping to deliver Land Rovers.

To enter, send a postcard with your address and phone number to **LRM** with the page number on which Herbie appears. Send your entries to **LRM**, Find Herbie Competition, 5 Tower Court, Irchester Road, Wollaston, Wellingborough, Northants, NN29 7PJ or you can email editorial@lrm.co.uk. Competition closes on May 21. The first correct entry drawn will win.

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Fed up off you old rotten push button doors?

This kit contains all of the parts to convert push button handled defender doors to the 2 piece series type of door
Fits all Defenders 1983- 2015

Our door bottoms in this kit are specially made so they will accept the standard defender check strap mounting for easier fitting and to retain the function of the interior light/alarm switch if fitted unlike standard series doors

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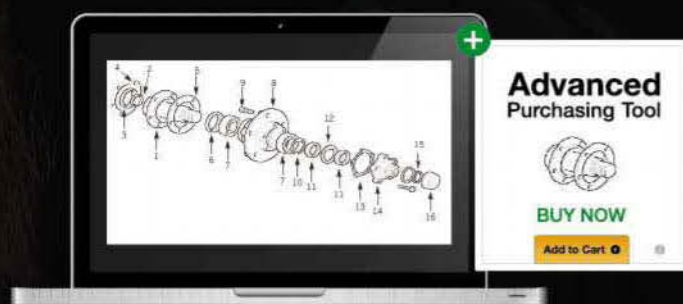
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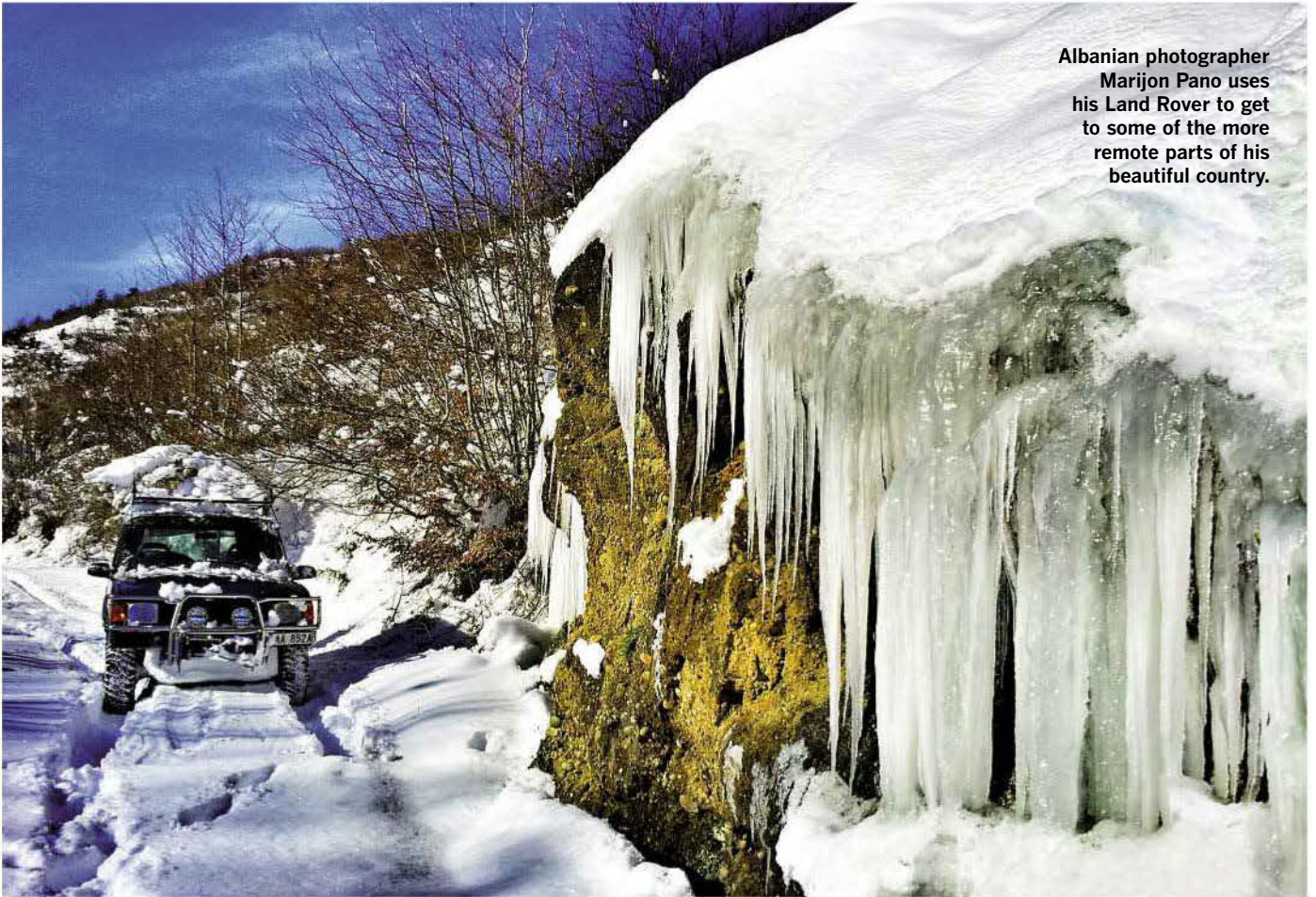
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Your Pictures

UPFRONT



Albanian photographer Marijon Pano uses his Land Rover to get to some of the more remote parts of his beautiful country.



Defender 110 owner Andre Pitkowski has entitled this image: "Dancing in the Mud". We wonder why?



Argentinian Marcelo Gerlo enjoying the views over the lake at Ushuaia from his well-prepped Discovery 1.



Nature calls in Arkansas for this 109-inch owner. Well, those leaf springs can be a bit bumpy on a long journey.



Brazilian Marvin Sahd stops in the Auracaria Forest so he can enjoy the view of Monte Verde.



For once the bridesmaids outshone the bride when it came to ride choice at this wedding in Poole, Dorset.



When Martopo Sudjarwo's son Martin got married in Namibia, he fulfilled his dream of going on safari in a Land Rover.



This was the proudest day of Ken Turner's life: watching his daughter get married while his Discovery showed its versatility by doubling up as the wedding car.



Danny von Mutius buys some Masai trinkets in Tanzania. He drove his Range Rover from Dorset to Cape Town – and back again!



Breakfast on the go – and with a great view – for Paul Quinlan's grandkids from Dulas Bay in Anglesey, North Wales.



Lottie Lamb proudly posing with dad's G4 spec Discovery 2, which is certainly distinctive in its bright yellow hue.



The wheels of Peter Ho from Singapore might look a standard-ish Defender, but his bike is like nothing we have ever seen.



Julio Gonzalez has been everywhere in California in his Discovery 2, including this lovely viewpoint of the Golden Gate Bridge.



Harry Granger is just ten years old but he already knows his way around a 300Tdi engine. He's certainly no mug.

Products

UPFRONT



◀ ARB PREMIUM RECOVERY KIT

PRICE: £395

As the name suggests this is the mother of all recovery kits and it does not come cheap because it was made on a faraway island. It contains something for just about every recovery situation including: a bright orange bag (so planes can see you), 17,500 lb Snatch Strap; Tree Trunk Protector, Winch Extension Strap; Recovery Damper, snatch block, bow shackles, recovery damper and a set of Leather Recovery Gloves.

www.arbil.co.uk/4x4

STEEL WHEELS ▶▶

PRICE: £129

Everybody loves a Wolf-style steel rim. This one will fit Defenders from 2007 on. You need longer studs for these tubeless gloss black wheels.

www.britpart.com



▲ SUCK IT UP

PRICE: £52.99

It should be standard kit to have a rechargeable portable vacuum cleaner for your Land Rover to suck up the muck. This lightweight, slim version has a Li-ion battery that can work continuously for 16 minutes before you need to use the recharge stand again.

There are several attachments to choose from and if using it in the dark you can switch on its LED lights. For particularly dirty areas there is a high-speed mode.

www.ringautomotive.co.uk



◀ PRIMUS LITE+

PRICE: £95

This pocket rocket of a stove can boil half a litre of water in less than three minutes. It comes with a new heat resistant sleeve so no excuses for burning yourself as the felt lining takes the heat. The sleeve is available in five different colours and it now has a very practical lightweight-webbing handle. If you're using it on rough terrain there is a foot support to help keep it upright. The stove, accessories and 100 gram gas cartridge all fit neatly into the pot.

www.primus.eu



▲ LED SIDE REPEATERS

PRICE: £59.99

So you have upgraded all the lights on your Defender except for the side repeaters. Well now you can get LED side repeaters too. Available in clear, smoked or amber. Will fit Td5 vehicles and onwards.

www.britpart.com



COMPASS ▶▶

PRICE: £30

The TruArc10 is for those who want to step up to a professional compass.

It features an ever-North magnet, which eliminates incorrect readings and interference. The dial is magnified for easy reading and the double gauge baseplate is sturdy. The TruArc is the official compass of the Scouts.

www.brunton.com





▲ YOU'RE AXED

PRICE: £78.95

Granfors Bruks from Sweden have been making axes since 1902 and this is their very impressive professional forest axe. It's for the guy that wants to use an axe the traditional way. This is what you would use for limbing a felled tree the proper way. The handle is 65 cm long, which helps you get all the extra power and strength that you need. It weighs 9 kg and has a full grain leather sheath for safe storage.

www.originalequipmentshop.com



▲ EXPEDITION BAG

PRICE: £35

The washed canvas classic Desert Holdall bag is the perfect expedition or trip companion. It has a capacity of 45 litres and the base panel is padded to protect your gear. We like the antique brass/pewter effect fittings.

www.originalequipmentshop.com



▲ GOT THE SHAKES?

PRICE: £53

Land Rovers have an outstanding towing reputation, but after years of use, the tow-bars develop a tendency to rattle or shake. This component has been designed to fit all Range Rover Sport (up to 2013) and Discovery 3 and 4 models. The bracket is easy to fit and will eliminate all noise and rattle so you can tow in peace.

www.murphytowbars.com



▲ FRONT SHOCK TURRET

PRICE: £29.95

Protect the top of your front shock with a new fully galvanized shock absorber turret. It will fit all Defenders, Discovery I and Range Rover Classic.

www.britpart.com

GET A SPORK ►►

PRICE: £9.48

For the uninformed a spork is stainless steel 2-in-1 fork and spoon. This is the only piece of cutlery you need (along with, maybe, a sharp pocketknife to cut the steak). It weighs 37g and its durable nylon bag makes it harder to lose and easier to find.

www.apbtrading.co.uk



◀◀ PROTECT YOUR JACK

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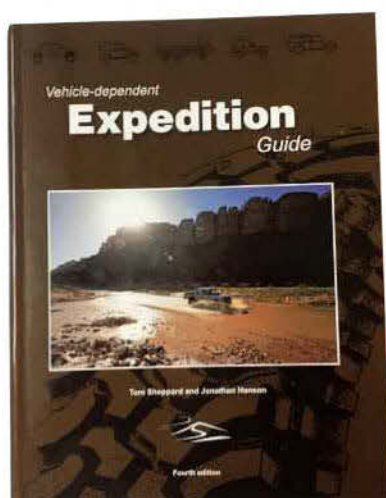
UPFRONT

▼ ADVENTURE BIBLE

PRICE: £47

If you were only allowed to use one book to prepare for your next adventure or expedition then it has to be the recently released 4th edition of the Vehicle-dependent Expedition Guide by Tom Sheppard and Jonathan Hanson. The level of detail that they go into is nothing short of incredible. Some might call it overkill while the authors will argue that failing to prepare is preparing to fail.

www.desertwinds.co.uk



CANFORD WATCH ►►

PRICE: £325

Easy to see why this is one of the most popular models in the Elliot Brown range. This watch can take a knock and you don't have to take it off when white water rafting on the Zambezi. The bold white detailing means you can tell the time with a quick glance. The webbing strap is perfect for when adventuring in your Land Rover. A full product review to follow in a future edition of LRM.

www.elliottbrownwatches.com



LED SIDE REPEATER GUARDS

PRICE: BETWEEN £53 AND £60 PER PAIR

To protect their nifty LED side repeaters, Nakatanenga have produced a stainless steel guard. This should protect them from off-road damage and theft. Available in a black powder coat or natural finish.

www.4x4overlander.com



▲ E-MARKED SIDE REPEATERS

PRICE: £48

These Plug and Play-type lights are easy to install and will fit a Defender 90, 100 or 130. Despite the fact that they are available in orange, black and white, they will flash a natural orange colour.

www.4x4overlander.com



◀◀ BREW ON THE GO

PRICE: £4.99

If you are going to buy one bamboo item then it has to be the bamboo cup. The belt and lid are made from heat-resistant silicone but the rest is biodegradable bamboo. You can even stick it in the microwave or dishwasher.

www.outwell.com



◀◀ TOUCH ME

PRICE: £29.99

The lightweight National Luna Light LED 18 Touch Light is one of the best and most versatile camping lights on the market. It has advanced touch control to activate the three different brightness settings. The 18 LEDs should last 100,000 hours. If not there is a five-year warranty to fall back on.

www.apbtrading.co.uk

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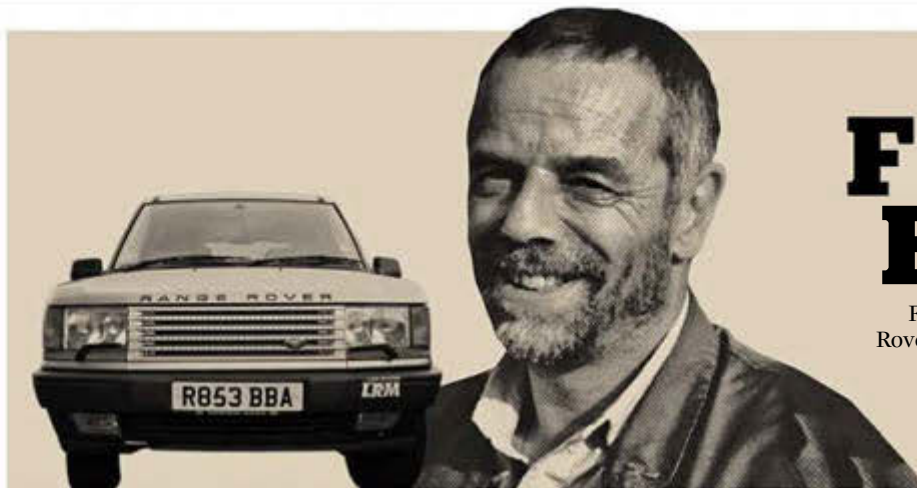
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FRANK ELSON

Frank has been involved with Land Rovers for more years than he cares to remember. These days he drives a P38 Range Rover.

A proper Land Rover?

Eighteen years ago (and more) folk – including me – were saying that the then current Land Rover products wouldn't last as long as the old ones (most of which have, if truth were known, been rebuilt more than once, like Grandad's axe and Trigger's broom).

My current Range Rover, P38, is 18-years-old this year and still going strong. And, yes, it's had an awful lot of bits and pieces replaced – just like a Series I, II and III.

So, I like to think I'm big enough to change my mind as I grow older (much!) and, er, wiser (not much). Blimey, I even remember writing, roughly 1000 years ago, that I couldn't see the point of all the ironmongery associated with up-and-down windows, when sliders were a perfectly serviceable, and workable, solution to opening a window.

Mind you, I'm not sure that I have changed my mind about that particular idea. But, you see, everyone draws the line in a different place. My beloved Marjorie wants people who begin a sentence with 'Basically' to be hung, drawn and quartered, while I can take it or leave it, but I do want the death sentence to be brought back for people who call a sleeveless v-necked pullover a tank top. And, every launch of a new Land Rover product is accompanied by screams of indignation and cries of 'sell out' and claims that the company has 'lost its way'. Funnily enough, in my internet-driven world, the biggest noises come from my American friends when, as I take pleasure in pointing out, it's the American market that is consumer-driving most, if not all of, the new designs and electricrery.

I must admit that I had to agree with one guy who wrote: "I hate to rain on everyone's parade, but the members of this [forum] are but a very small fraction of a per cent of their customers. Even if you put all the [Land Rover] clubs together, it is a very small per cent. Which is why JLR doesn't care about enthusiasts.

"We're certainly not the people who buy new vehicles. Whenever I hear someone complaining about a Freelander, Discovery or Evoque not being a 'real Land Rover' I have to hold myself back from asking when they last bought a new JLR product, and why they think they are a JLR customer."

This takes me back to my youth when, following a spate

of criticism of modern jazz from readers of a music magazine, a musician wrote in to say that it wasn't the fans who decided what was jazz and what it was not – it was the musicians themselves.

So it is with Jaguar Land Rover who, in any estimation, is the company who decides what vehicles carry the green oval, or in many cases these days, the black oval.

Basically (ooh, I'm in trouble with the wifey when she reads this) my P38, my friend's brand-new Range Rover Sport and that 2016-plate Defender 110 that drove past Elson Towers ten minutes ago are just as much Land Rovers as the Series vehicle that I will be working on tomorrow. Although I reckon a lot of the nuts and bolts will come off a lot easier.

This is not to imply any criticism of the old Series motors you have to understand. But what do you suppose the vehicle that the Wilkes brothers launched in 1948 would have looked like if they were to start again from scratch, this year? I don't think it's a huge stretch to assume that it would be very similar to the vehicles coming out of Lode Lane and Halewood today.

■ As I write this, my office is still full of birthday cards from last week when I reached one of those milestones in life.

Although I retired six years ago, I am now a real Old Age Pensioner, which means that my national fishing licence and my club cards

will, from now on, cost me a lot less.

Many years ago, when I was diagnosed with heart disease, my doctor told me that I would be lucky, statistically, to see my 60th birthday. Now, at 65, I would go and have a word with him – but I can't, because he's dead.

However, my euphoria at still being alive is tempered slightly by the realisation that proper off-roading, complete with shovels, winches and tents at the top of Welsh mountains in January, is now a thing of the past.

Not nice when you consider that my driving history for the past 30-odd years has revolved around owning, driving and preparing off-roaders for the job that they were designed to do. The fact that they were Land Rovers was secondary.

Ah well, at least I can continue to drive my Land Rover!

"I want the death sentence to be brought back for people who call a sleeveless v-necked pullover a tank top"

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DAVE PHILLIPS

Land Rover writer and enthusiast Dave has experienced all aspects of the Land Rover scene in every corner of the world

Yellow: the new black?

More than 100 years ago, Henry Ford famously declared: "Any customer can have a car painted any colour that he wants so long as it is black". It's probably the most famous quote in automotive history, but hardly explains why there are so many black cars on the road today.

When the Ford Motor Company founder uttered those memorable words back in 1909, I doubt if he expected the same situation to prevail in 2015. Because I don't know about you, but I'm fed up with seeing black Land Rovers. It seems like every new Range Rover, Sport, Evoque and Discovery is either black or a shade of grey. No, not *that* shade of grey. Stop being so smutty at the back of the class.

Even Defenders, that last bastion of motoring individuality, are getting in on the act. I recently asked the boss of one very well-known bespoke Defender conversion company why nearly every one of his expensive creations was black and the answer was simple: "It's what the customer wants," he shrugged. Fashion, in other words.

Now when I was a lad in the 1970s, things were different. Cynics call it the decade that taste forgot, but I recall fondly the Escorts and Cortinas in yellow, purple, beige and orange. And how about the colours of those early Range Rovers?

When it was launched in June 1970, the Range Rover came in a choice of six colours: Bahama Gold, Davos White, Lincoln Green, Masai Red, Sahara Dust and Tuscan Blue. Apart from 1974, when Davos White was replaced by Arctic White, it stayed that way until the end of the decade. Black simply wasn't an option in the technicolour decade.

Meanwhile, the other Land Rovers of the 1970s – the Series IIA and the Series III – were usually Bronze Green, Marine Blue, or Limestone. Owners of County models could specify Masai Red or Russet Brown. Mid Grey (actually light grey) was the nearest you got to black. Anyway, who would want black when you could choose from that palette?

So where did it all go wrong? Well, black did begin to rear its ugly head in the 1980s, but even in the 1990s

other colours were more popular. Using the contemporary Range Rover as a marker of colour fashion, when the start of the nineties dawned you could choose from two greens (Ardennes or Eastnor), two reds (Portofino or Trocadero), two blues (Clearwater or Portofino), two browns (Cairngorm and Arran) and one each of white (Chamonix), grey (Westminster) and black (Beluga).

It's after the millenium that it all went wrong. The 21st century has so far been a bit of a black hole, as far as car colours go. But why? Goths aside, most folk don't paint their front doors black. They don't trade in their HD tellies for old black and white sets.

Happily, it appears that brighter colours are now making a belated comeback. According to car valuation experts CAP Automotive, there is a resurgence in the colours of old. Four classic 1970s colours – green, beige, yellow and gold – have crept out of the lower ranks and made it into the top ten choices for the first time since CAP began charting consumer tastes.

I don't what Henry Ford would make of that. He died at the age of 83 in April 1947, almost exactly a year before the first Land Rover was born. Yet he might have been predicting the Land Rover in the 1920s when he said: "I will build a car for the great multitude... It will be constructed of the best materials, by the best men to be hired, after the simplest designs that modern engineering can

devise. But it will be so low in price that no man making a good salary will be unable to own one – and enjoy with his family the blessing of hours of pleasure in God's great open spaces."

He was talking about his Model T – the first car to sell 15 million units. Although it went out of production in 1927, it remained the world's best-selling car until 1972, when the 15,007,034th VW Beetle rolled off the production line – another simple car.

Sadly, today we get cars that are increasingly complicated and expensive. The simplest of all modern cars, the Defender, is about to cease production, with no suitably basic replacement in sight. Poor old Henry is probably turning in his grave.

"The 21st century has so far been a bit of a black hole, as far as car colours go. But why?"



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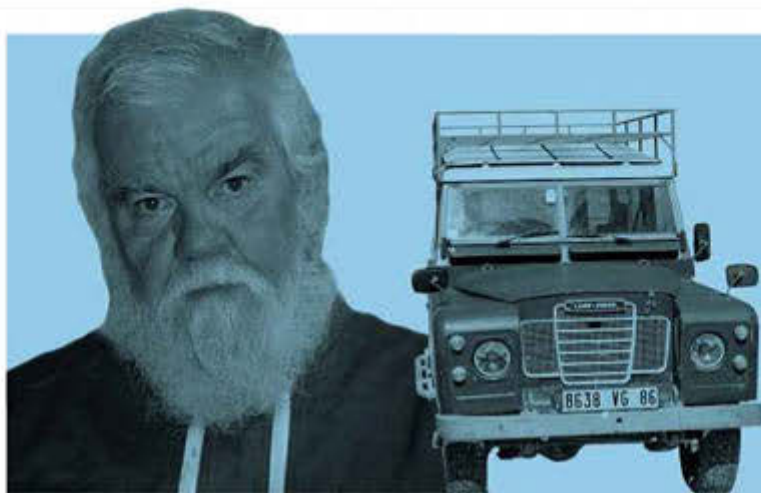
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ROGER HICKS

Bought a 1962 Series IIA in 1980. Now has a 1972 Series III bought in 2001. Has driven non-Series Land Rovers and even Range Rovers (but doesn't really trust them)

Some things last for ever

One of the many ways in which I have never grown up is that I expect things to last for ever. Or if not for ever, then at least for a very long time: a substantial portion of my lifetime. After all, when I was 16 my parents' washing machine had already lasted well over half my lifetime, and my grandmother's refrigerator was only a couple of years younger than I.

The mathematical flaw is immediately obvious. At 16, half of my lifetime was eight years. Today, half of my lifetime is over 30 years – or, compared with being 16, a couple of lifetimes. On the other hand, it is surprising how many things can, and do, last a very long time. Early Series Is are older than I; my oldest camera (a 12x15in Gandolfi) is almost certainly over 100 years old, maybe as much as 120; and the oldest book I own is over 400 years old. Even my Series III will see her 43rd birthday this year.

Why don't more things last longer? There are quite a few answers. The simplest is that some things wear out, and are not really repairable. Clothes are a good example, though jeans can and should be patched, whether for working on the Land Rover or (if you move in such circles) for a certain kind of credibility. Among things that are more acceptably repairable would be my favourite pair of boots, the most comfortable I ever owned, re-soled five times; and although I had to put a new galvanised chassis into the Land Rover when she was in her 30s, I expect it to last at least another 50 years.

Quite often, too, new things are better. You need, though, to look quite hard at how much better. Do you really care about having a slightly thinner mobile phone with a slightly bigger screen? Are the improvements worth the price? A current Range Rover is probably half as thirsty as my Series III, and nearly twice as fast, but it costs ten times as much, and parts, repairs and even regular services are likely to exceed the value of my Series III every few years. Also, barring improbable legislation, my Series III should still be on the road long after most 2015 Range Rovers have been broken up for recycling.

Then there are new things that are worse. I have two

large cast-iron frying pans. One is about 110-120 years old, inherited from my wife's grandmother. The other we bought new maybe 20-25 years ago. The older one is lighter, better balanced, better finished, easier to clean, and just all round better.

Planned obsolescence is a problem too: or unplanned, for that matter. Computers die every five to ten years, but for word processing my current computer is not really much of an improvement on the one I had in 1984, running Wordstar under CP/M.

Admittedly our needs and circumstances change. Some time soon I'm hoping to buy a couple of new armchairs: the sort with high backs and wings, ideal for sitting around the log fire in our chilly old house. Even so, I shan't buy new-new. I'll go to Emmaüs, a brilliant French charity; give them at least one of my old arm chairs, possibly both; and buy new-to-me chairs that someone else has donated just as I donate my old chairs. The chairs I'll be giving away aren't

brilliant quality but there have a good few years of life in them yet: I bought them new, albeit on sale, maybe ten or 12 years ago.

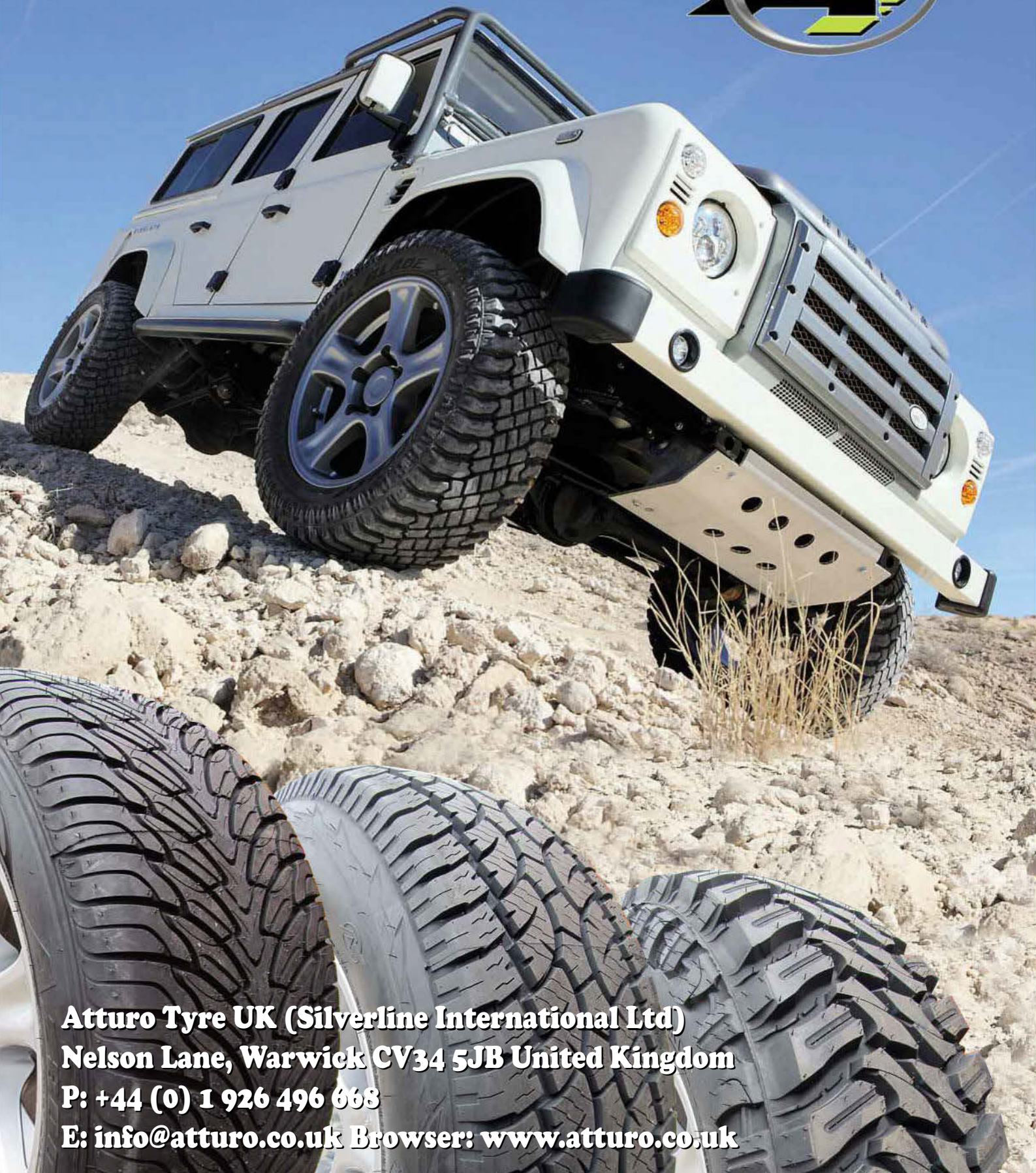
Perhaps the most important factor in a consumer society though, is that people get bored. It's quite easy to get bored and depressed and wonder why you bother to do anything. Is your job really necessary? Or indeed your life? But it's also very easy to distract yourself. Read books.

Watch television. Buy things. The last has the enormous advantage that you have to work ridiculously hard in order to get the money to buy a ceaseless stream of new things; and working is then a distraction in itself. Better still, it's a distraction that's very easy to fool yourself about. You (think you) have to do it in order to buy things you (think you) need. But new things are only a palliative. They stop you thinking about what you really need: peace and quiet, ease, friends, good food and drink. You can be distracted from good things as well as bad.

Which is why I buy things that last; look after them myself, or pay to have them repaired; and take it easy, or at least easier: nearly as easy as I could when I was young and things lasted forever. This is why I have a Series III.

"A current Range Rover is probably half as thirsty as my Series III, but costs ten times as much"

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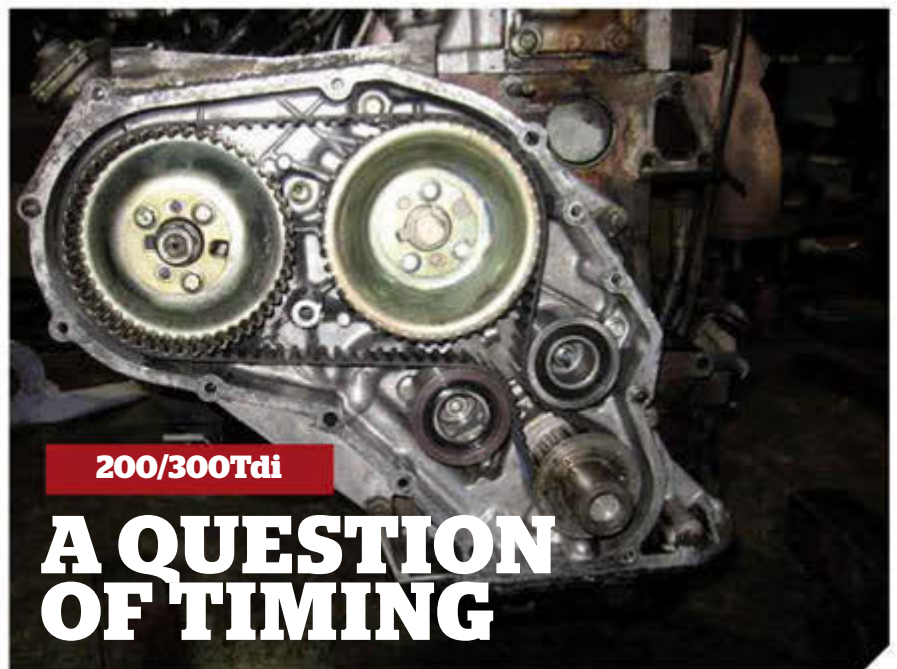


“New timing belt.” How often do you read that the description of an old Defender or Discovery for sale? Toothed rubber timing belts are fitted to all the 2495cc four-cylinder diesels, from the naturally-aspirated 12J to the 300Tdi. They are big substantial things compared to what you would find on most car engines, and not too expensive to replace. It can be very hard to tell though just by looking at an engine, whether the belt has actually been changed, and whether it has been done properly. The front inner crankshaft seal has about the same working life as the belt and should be changed at the same time. Ditto the tensioner and idler pulleys. And on Tdi engines, especially 300s, it is vital to check that the belt is running true on the pulleys. Early 300Tdis are notorious for chewing up the front edge of the belt against the shoulder on the tensioner, and fitting the later pulley and tensioner does not always cure the problem.

By coincidence I had two engines in the workshop in the same week that illustrate the risk of trusting the seller. The first was a Defender 90 with a 200Tdi engine. The owner had bought it three years previously and been assured that the timing belt had been changed. It had done around 15,000 miles since.

The vehicle came in with a worn propshaft joint and a couple of electrical niggles, and the owner commented in passing that the engine seemed to be running a bit roughly at low speeds. When I fired it up, it was immediately obvious that something was badly wrong, with a bad misfire and clouds of light-coloured smoke. The vehicle had been in (for electrical issues again) a couple of months previous and had been running just fine, so something had obviously come adrift since then.

My first thought was that the injection pump was on the way out. I decided to check the pump timing and found that it was a very long way from where it should have been. The timing should not shift in normal circumstances, so rather than just adjusting it I decided to take a look inside the timing case. If the crankshaft pulley bolt is not done up tightly (using the correct locking tool) the toothed pulley on the crankshaft can work loose and chew up the keyway. It is not uncommon to see this on Tdi engines and it usually means a new crankshaft. Best to check, I thought. And



that was where the trouble started.

There are three long bolts that go through the water pump and timing case and then into the engine block. One of these was missing its head, and when I tried to undo the other two, one sheared off. I managed to get the water pump and front cover off and was confronted with a belt narrower than it should have been and a timing case full of something resembling black candy floss. The belt was slack on the pulleys – presumably a lump of rubber had got beneath it and caused the injection pump pulley to jump a tooth. There was no way it could have worn that badly in 15,000 miles of mostly low-speed local driving, and the belt was badly cracked around the base of the teeth. It was probably only a few cold starts away from breaking.

So I had two issues to sort out: remove the two broken bolts, and sort out the belt misalignment. Fortunately both bolts had snapped just below the head, leaving enough protruding to be able to weld an M10 nut onto the end. By heating the area around the bolts and gently working them back and forth, I was able to extract both without having to resort to drilling. It took about two hours. One came out easily enough, but the second was well and truly corroded into the timing case. I ran a long thread

tap into the holes to clear them, blew out the dust and rubbish, then moved on to the second problem.

Belt misalignment issues on Tdi engines are usually caused by the injection pump pulley being slightly out of square with the crankshaft, so that the belt tends to be pushed forwards as it runs over the pump pulley. The 200Tdi seems to have a stronger timing case than the 300 and is less prone to this problem. I slackened the bolts on the bracket between the back of the injection pump and the block, then checked the nuts securing the pump to the timing case (all slightly loose) and the bolts securing the left-hand end of the timing case to the block (ditto). With these tightened I did up the bolts holding the pump bracket to the block, tightened the nuts and bolts securing the bracket to the pump, and finally did up the bracket to block bolts. This has the effect of pulling the back of the pump very slightly towards the block. The degree of misalignment required for the belt to run out of true is tiny, and it does not usually take much to correct it.

New crankshaft oil seal, timing belt and tensioner, belt tensioned as per the workshop manual, turn the engine by hand through two complete revolutions and re-check the tension. I then turned it through ten further revolutions (hard

109 BRAKES PUZZLE...



work, fighting the compression of a healthy Tdi) while carefully observing the belt as it ran over the tensioner. Once I was happy that the belt was not rubbing against the tensioner shoulder I could finally put the whole lot back together and fire it up. The smoke and vibration were gone, and the belt should now last 60,000 miles with no problems. On to belt problem number two...

This was a 12J non-turbo engine which I had pulled out of an early Ninety in favour of a 300Tdi. Although covered in nearly 30 years of muck and filth, it was a healthy engine with only 90,000 miles on it, and I had a customer who needed one. I was told that the timing belt had been replaced only a few months previously. A clean timing cover gasket certainly pointed to this, but then I noticed that the drain hole at the bottom of the timing case was wet with oil. Time to break out the impact gun again. This one all came apart with no problems, and the source of the oil leak was obvious. The inner crankshaft oil seal had not been changed, was leaking and had already contaminated the new belt with engine oil.

Although changing a timing belt on these engines is not especially difficult it does require the correct tools to do the job properly.



Defender 90

Tdi MADNESS

WITH THE end of Defender production imminent, prices for good older examples seem to be rapidly heading upwards. A friend of mine has decided he wants a really nice Defender 90, plain hard top, standard specification with the 300Tdi engine. He has £10,000 to spend, which sounds like a lot of money for a 20-year-old commercial vehicle. But can he find one? Not easily. He spotted a tidy, original vehicle in the right colour, up at £8995, but it had gone before he could go and take a look at it. A local dealer has two more, at £11,000 apiece plus VAT. Madness, or a sound investment? I wouldn't like to guess.

If you have recently bought an old Land Rover and do not know whether the belt has been changed, or suspect that it might not have been done properly, it is well worth checking it. If the belt lets go, you might be lucky and just bend a few pushrods: or you might find yourself facing an engine rebuild.

Better safe than sorry.



EVERYONE MAKES mistakes, including me. So when I sent a Series III 109 out of the workshop and got a phone call two hours later from the owner, I wondered what I had done wrong? Nothing, as it turned out: "I can't believe how well it drives." Always nice to hear, but why was he so pleased?

The vehicle had come in for a new set of footwells. My instructions were to sort them out and then take the vehicle for an MoT test. Replacing them was not difficult, but there was plenty more to keep me busy.

A quarter turn of slack at the steering wheel was not going to impress the MoT tester. Both upper and lower arms on the steering relay were loose. One of the clamps on the steering drag link was also loose, and the steering box had a bit of wear in it, but nipping up the adjuster took care of that.

Meanwhile, my colleague James had found a badly-worn joint on the rear propshaft. "Should the transmission brake drum be wobbling around like that?" he asked me. No, it should not. The securing nut on the rear drive flange was loose, and the inside of the transmission brake was plastered with oil. The rear brakes had not been adjusted for a long time and needed about half a turn on each of the adjusters.

It was time to run the vehicle down to the test station, which is when we discover the brakes pull sharply to the left. I knew it was going to fail. Sure enough it did, and I pulled off the front brake drums to take a look.

The offside brake shoes had been rubbing against the outer edge of the drum, and the return springs had been fitted to the wrong end of the shoes. With the clock ticking until the test station closed for the day I put it all back together. A few minutes later I had a fresh MoT certificate in my hand.

The next morning the owner turned up. He backed it out of the workshop and shouted: "It's got brakes!" I didn't like to ask him how long he had been driving it with the brake pedal going half way to the floor before anything happened...



RICHARDS HALL'S TRADE TIP: CURE THAT WAVERING SPEEDO

SERIES VEHICLES often suffer from a wavering speedometer needle, which gets worse the faster you go. Folk assume it is due to a faulty speedo or cable, but the more usual cause is that the nut on the transfer box rear output drive flange is loose. The drive gear for the speedometer is not splined onto the shaft, but simply clamped between the end of the shaft and the drive flange. If the nut is loose, the drive gear slips. The threaded end of the shaft is slightly longer than it needs to be, so the securing split pin does not always engage

properly with the castellated nut. This allows the nut to work loose.

The solution is to space out the nut with a second washer. I have a pile of these, 11/16in internal diameter x 3/16in thick. They are a Land Rover part, number FRC6461, and I have found that with the nut done up properly tight, the split pin fits perfectly.

There is a special felt washer that goes over the end of the shaft and seats inside the drive flange splines, part number RTC3515. This is often omitted, which results in oil leaking past the splines.



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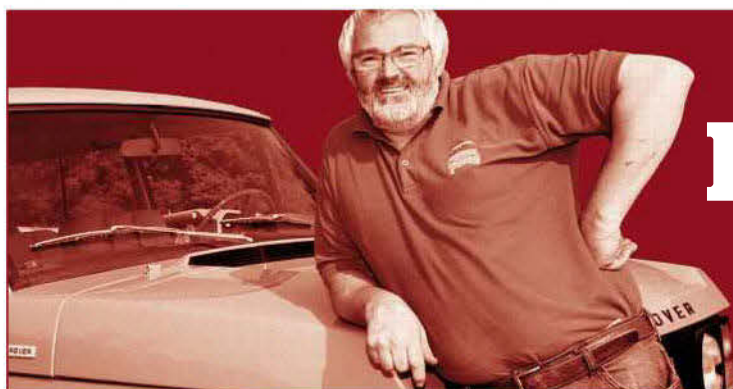
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Dunsfold Diaries

By Philip Bashall



DAYS FILLED WITH DREDD

Philip Bashall explains how he created the Land Rovers used in the Sylvester Stallone movie Judge Dredd

Archive pictures: Richard Hopkins

'A CRITICAL and commercial disappointment' is how Wikipedia sums up the 1995 movie Judge Dredd. It starred Sylvester Stallone but *LRM* readers will remember it, if they remember it at all, for the futuristic yellow Land Rovers. The idea, supposedly, was that Land Rovers were the only vehicles tough enough to survive daily life in Mega-City One!

More than 30 of these Land Rovers were required for the film and in the spring of 1994 I received a call from Ian Mulingani, the press officer at Land Rover who was tasked with making it happen. Ian asked me if I could come up with suitable base vehicles for the conversions. After considering 109s or 110s, I suggested that a 101 had the size and turning circle that would work, and we agreed that I should track down a fleet of ex-military Forward Controls for conversion to 'Judge Dredd'-spec. Working to a design penned by Land Rover's stylist David Woodhouse, the bodies would be made of glassfibre and mounted on the rolling chassis and drivetrains of the 101s.

Straightaway I had the problem of buying up a large number of 101s without causing ripples in the trade or giving the game away about what they were to be used for. The last 101s were being released by the MoD back then and I managed to secure a batch of 18, but inevitably this started the rumour mill. One story was that Land Rover was buying them back to recondition them with Tdi engines; another was that the Army was going to use them for a special project... We were operating in strict secrecy and had to

make up excuses whenever visitors to Dunsfold queried why there were so many 101s littered around the place.

I have to admit that I felt bad about breaking up what were sometimes really nice original vehicles. The prototype Dredd Land Rover, for example, which was quickly nicknamed the Head Shed, was based on a beautiful ex-RAF Regiment left-hand-drive 101. It was the only fully detailed Dredd vehicle, with opening doors and a complete interior, and all the bells and whistles inside and out. The other Dredds didn't have working doors and we had to make windows out of Perspex that were held in place with silicone sealant, so that in an emergency the driver could knock them out and escape.

Each vehicle was reduced to a rolling chassis with cab. The rear body assembly, roll-over bar, doors, windscreen, wheel steps, rear bumperettes and towbar were all removed, and the fuel tank was relocated inside the new glassfibre shell, which slipped over the chassis and rested on wooden blocks. There was no room for seats, so the driver sat on a bit of carpet, and the bulky engine cover was replaced with a simple plywood affair that kept stray fingers from wandering into the fan. An external fuel filler was added, and the exhaust was re-routed so that it took fumes up through the roof. We didn't bother to remove the headlights, and if you pulled the flasher switch you could light up the inside of the bodyshell!

Originally the bodyshells were contracted out to Wood & Pickett, who were based in Andover, but we had a hell of a job trying to get the one-piece mouldings to fit over the

Facing page and below:
Each of the Dredd Land Rovers were reduced to a rolling cab and with no room for seats the driver sat on a bit of carpet



chassis and, after about five bodies had been made, production switched to Futura in Coventry. They made the bodies in two parts, which came together like a clamshell, and that worked much better. Futura fitted bodies pre-painted in matt yellow, silver or red and the drivable vehicles were then delivered to Shepperton Studios, where we wired them up and carried out the fuel filler and exhaust mods. Then the film's art department applied the various graphics before going over them with garden sprayers filled with a kind of brown wax, which ran down all the panels and gave an authentically dirt-streaked appearance.

Altogether there were 31 Dredd Land Rovers, plus the prototype Head Shed, and one bodyshell that was mocked up to represent a flying version. Filming took place at Shepperton during December 1994, up to and including Christmas Eve, and because the film-makers wanted to control the lighting it all took place at night and was artificially lit. It was a pretty cold and miserable experience – for me, at least, because I'd be running around trying to get vehicles fired up when they were needed on set, filling them up with jerrycans without falling off the bodywork, tracking down missing keys when someone had gone off with them in their pocket... You get the idea.

The 101s had all been fully serviced beforehand with new points, condenser, fuel pump and so on, and they proved very reliable. The biggest problem was that batteries would go flat while they were parked up for filming with the lights permanently on. I had my own 101 radio truck with a bed in the back, so when filming finished I'd crash out there for a few hours, wake up about lunchtime and set the vehicle running on a fast tickover to charge up a bank of batteries from the other 101s.

Amazingly, we had very few incidents during the filming, despite the fact that visibility from the Dredd Land Rovers was diabolical and we were operating in the dark on a very tight film set. Someone cut their head quite badly while trying to get out of one, but otherwise the worst that

happened was that the big glassfibre extensions on the wheel rims would shatter whenever someone clipped a kerb. We kept a stock of spares for that.

When filming had finished, the vehicles were transported to Solihull and eventually sold off by me when people started to complain about them cluttering up the place. Some of them I converted back to regular GS 101s, and some I sold as Judge Dredds, depending on demand. Quite a few were bought as promotional vehicles by various companies, including British Telecom, who I think bought four and may still have them down at its Goonhilly Earth Station. Because they weren't road legal, their appeal was limited and I was selling them back then at £6000 plus VAT each. I reckon that perhaps 14 Dredd Land Rovers survived and if I had one in the yard now, I'd be asking about £10,000 for one.

I never talked with Stallone on set – although I'm sure we must have stood next to one another in the line-up for catering – and as far as I know he never even sat in one of the Land Rovers. He did take two of them back to the USA, but I don't think he has the fondest memories of the movie. 'A real missed opportunity... It didn't live up to what it could have been,' is how he was later quoted in a magazine interview. It's certainly one of the most bizarre footnotes in Land Rover – and Dunsfold – history.

Dunsfold Collection

THIS YEAR'S Dunsfold Collection Open Weekend is on June 13 to 14 at the Springbok Estate, GU6 8EX. Adult entry costs £12 per day or £20 for the weekend, with concessions for children, and camping is available if you book before May 29 – see www.dunsfoldcollection.co.uk. You can become a Friend of the Collection for an annual subscription of £35.





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ORIGINAL
EQUIPMENT**

KNEEP, ISLE OF LEWIS, SCOTLAND

When Julian Simcock appeared on the cover of *LRM* with his superb expedition-ready Defender back in December 2013, he told us he was about to achieve a lifelong ambition by hitting the road to explore every corner of the British Isles. And he certainly kept his word. He sent us this photograph from the remote beach at Kneep, on the Isle of Lewis, where he spent three days and nights enjoying one of the loveliest places in the world with his beloved Land Rover.

Photographer: Julian Simcock





SAHARA CALLING

Patrick Cruywagen flies to Morocco
to join a Waypoints 4x4 tour and find
out what all the fuss is about

Pictures: Patrick Cruywagen





WAYPOINT 4X4 TOURS

Thanks to Barrie for hosting LRM for a week in Morocco. Barrie is an experienced overlander and Moroccan traveller. You won't lose weight on his trip and his BBQ nights are legendary. For more details on his Moroccan and other guided trips see www.waypoint-tours.com.



I have been told that if you love off-roading then Morocco is where you need to go to get the ultimate fix. After all it is only a few days drive away. Although I consider myself to be pretty well travelled in Africa, having visited 30 countries, prior to this trip I had spent less than 48 hours in Morocco for the international launch of the Freelander 2 in 2006.

On that occasion we stayed in a five-star hotel in Essaouira, a favourite amongst surfers and those wishing to escape mass tourism. My kind of place really and I could see why the hippies came here in their droves during the 1970s. We took the second-generation Freelander into the nearby dunes and also drove some mountain tracks that were not too challenging. The Freelander handled it all rather well, but at the end of it all I was left with a need for more Morocco as we had barely scratched the surface.

Day 1: London to Agadir

Now, almost a decade later, I was on my way back to Morocco on an EasyJet flight. My destination was Agadir and from there I would take a taxi east towards a campsite on the outskirts of Taroudant.

The first thing you feel when stepping off the plane is the warmer air. It hits you in the face like a welcome slap. The reason for this is that you are almost 2000 miles closer to the Equator than London.

As I don't have a British passport I had to

get a visa before coming out, it only arrived in the post a few hours before my flight. The immigration official was so excited to see my South African passport that he spilt his coffee all over his desk, pants and my passport. Unfortunately that incident meant it took me about 30 minutes to clear immigration.

I would be joining Barrie Dunbar from Waypoint Tours for the second week of one of his 15-day High Atlas and Sahara Morocco tour. Barrie drives a 4.2-litre Toyota Land Cruiser and tows an off-road trailer. The reason for this is that one of the unique selling points for his tours is the fact that he provides three meals a day for clients. As such most of his Toyota and trailer is packed with fridges, freezers and food.

To get to Barrie and his Land Rover driving clients who were camping at Camp Jardin in Taroudant, which is almost 100 km away, I had to take a taxi. It was an old Mercedes Benz 230E, it looked bulletproof; hopefully it was as the driver was constantly on his phone which made me nervous. Still, it was great to be back in Africa with its animals crossing the road, open-air butcher shops and unique smells.

It was dark by the time I arrived at the campsite, but everyone was still up and Barrie had kindly left me a plate of meat that he had prepared on his BBQ. What a way to start a 4x4 trip in Morocco.

As I tuck into my plate of meat the clients are discussing the last few days in the High Atlas Mountains. They talk of snowdrifts,

recoveries, rocky mountain passes and a spectacular cedar forest. Although we will be covering parts of the vast Sahara Desert and the Anti-Atlas Mountains in my week, I am insanely jealous and start to wonder if maybe I signed up for the wrong week.

Everyone hits the sack early and so I head off to put up my tent and fall asleep to the sounds of a festival taking place on one of the nearby squares.

Day 2: Taroudant to Akka-Iguiren

Our plan was to head southeast from Taroudant and spend a few days wild camping in the desert. But first we had to get there so the day is best described as a big tar transit day. I asked Barrie how he balances the off-roading and tar sections? "I try and do as much off-roading as possible, but sometimes you just have to use the tar to get there," he replies.

The whole convoy was ready to depart when someone commented that one of the Land Rovers would not start. It was the Defender 90 belonging to Bill Nicholson from Suffolk. With him was his lovely partner Shobhi Sodha who originally hails from Uganda, but sadly she had to leave during the crazy reign of Idi Amin. Bill sets about trying to find out why his main earth was not functioning properly. I notice that he had replaced the Land Rover engine at some stage with a 2.8-litre Daihatsu diesel engine. After about half an hour the Daihatsu-engined

"I sleep outside to watch the shooting stars"

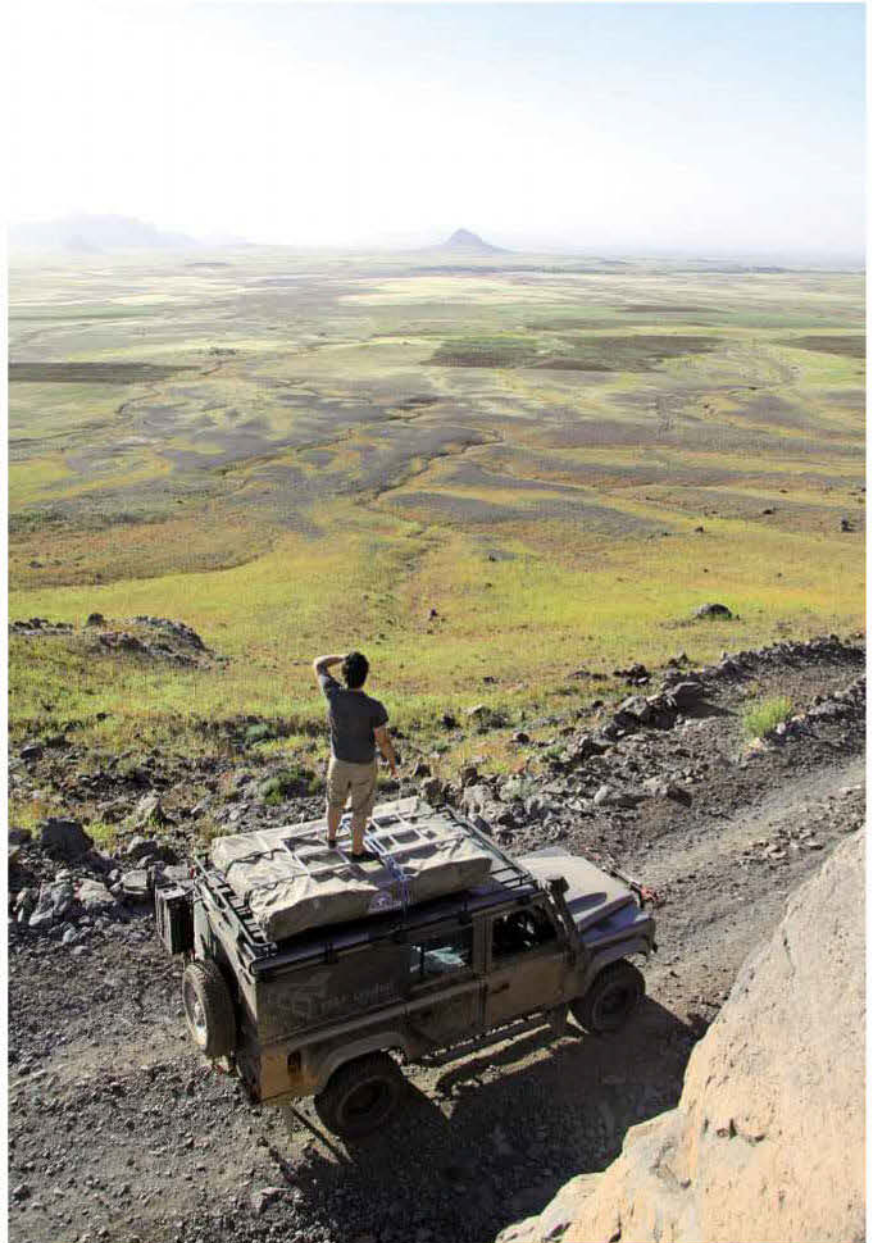


Defender fires up and we are all ready to go.

Barrie has been coming to Morocco for over 20 years and in that time he has seen the place change somewhat. "The infra-structure has definitely improved and the currency is stronger," he explains. We pass through the large mountain village of Iggherm. It lies 1800 metres above sea level and is home to the Ida Oukensous tribe, known for making great daggers and guns. We don't stop to see examples of their work.

We pass many argan fields and dry stone walled villages as we head towards Tata (nothing to do with the owners of Land Rover). To get there we have to make our way through the foothills of the Anti-Atlas Mountains. The mountain terrain is ever changing and I was in awe of its magnificence. When we arrive in Tata I was struck by all of the pink stoned buildings.

By late afternoon we reach Akka-Iguiren and turn off the N12 onto a gravel rocky track. Tyre pressures are quickly lowered before we head south. At some stage we will have to go east or else we will end up in Algeria. We eventually reach a military checkpoint and they ask us to turn around. They send a military Land Cruiser with us to show us which track we should be on. Not long after they leave us we find ourselves on a massive dry, firm pan. It's the kind of place where you would attempt a world speed record. It's as if someone has flipped a switch because suddenly everyone heads off in a different



“Within minutes of setting off the first vehicle gets stuck”

CLIENT COMMENTS

Mike and Kate Harley Defender 90

“This was our third trip with Barrie and it was particularly memorable. Having proper meals prepared for us was a real bonus, as with a 90 we have limited space. We had snow, mud and the sands of the desert, what more could you ask for? We particularly enjoyed the wild camping locations.”

direction at the highest speed possible. Have these people gone crazy I think to myself?

Barrie picks a campsite not far from here. I take his son, Louis, for a walk up some of the nearby rocky hills while he gets cracking with the dinner.

That night I realise what I miss the most about Africa, the night skies of course. Someone points to the horizon and asks about the lights in the distance. A few minutes later the moon starts to make its appearance at that exact spot. Life is perfect right now. I pour myself another single malt.

Day 3: East along the Draa valley

We continue east along the valley floor, millions of small stones cover the gravel tracks we are driving along. These must be the same tracks that the military use when heading towards the border. Someone points out that they think there is a fresh tank track running

alongside ours. At times we climb out of the valley and use low range to help negotiate the rough descents and climbs. We should be pretty close to Lake Iriqi by now or is that the desert is playing tricks on our eyes?

We enter a series of red sand dunes just as Barrie starts looking for a campsite. We find a flat, hard spot on the edge of the dunes and after putting up tents most clients head off to test their sand driving skills, a first for many of them and fortunately there are no dramas. Everyone is in good spirits that night and a huge bonfire is built in celebration of life. I decide to sleep outside the canvas so I can watch the shooting stars and I manage to spot a few before nodding off.

Day 4: Dune campsite to Mhamid

The broad plan for the day was to head east along the dune belt towards Mhamid before heading on towards Zagora. If things worked

according to plan though life would be boring. Within minutes of setting off the first vehicle gets stuck. I feel sorry for Barrie in his turboless Cruiser with all that weight and the trailer. The deeper we head into the Chigaga dunes the harder some of the guys were finding the going and end up getting stuck. Step into the fray young Toby van Hay, driving a well prepared Defender 110 with his fiancé Fiona Maxwell in the passenger seat. Toby had more energy than a Duracell bunny and just could not do enough to help those that needed recovering. This was all part of the process of learning to drive over big dunes.

As our schedule was pretty flexible it did not matter that we were taking a little longer than anticipated to cross the dunes.

This is what adventuring is all about. We continued north until the dunes eventually spat out our somewhat emotionally drained convoy onto the dirt track that runs between





Left:
In Morocco
diesel only
costs 65p
per litre.

Foum-Zguid and Mhamid. They say that things that don't kill you make you stronger and the group had definitely become closer knit after a day spent doing recovery after recovery. The sun was about to set and driving in the dark in Africa is a no-no unless you have a death wish, so Barrie decided to change our plans and stay at one of the campsites in Mhamid, a little frontier town that's also the gateway to the Sahara desert.

Day 5: Mhamid to Zagora

Today was only a 93 km tar road stretch to Zagora. On the way we had to negotiate the 743 metre high Tizi-Beni-Selmane Pass with its stunning views over Jbel Bani and the desert. As our little convoy had left Britain about two weeks ago Zagora was the perfect place to get the Land Rovers into a garage to do minor repairs.

There is lovely little sign in the town that reads: "Timbuctu, 52 days by Camel." I decided to take a stroll around this former French town and found the people to be friendly. They were genuinely willing to help where they could.

The best way to get a feel for a place is to stop at a street side café, order some local food and tea and watch the locals go by, and that's exactly what I did.

That night Barrie prepared the largest racks of ribs for us and they were just lovely. There was a wedding taking place in the hotel next



TOURIST OFFICE

Moroccan National Tourist Office

Thanks to Faical Medarhri from the Moroccan Tourist Office in London for arranging my flights. For details on where to go on Morocco and what to do, see www.visitmorocco.com

CLIENT COMMENTS

**Toby van Hay and Fiona Maxwell
Defender 110**

"We had never done a trip like this before - and it was just incredible. Such varied landscapes, the wild camping, and the flexible schedule made the trip feel like both an adventure and a much-needed holiday. The night on the salt flats when we watched the moon rise and bright stars was particularly special."



door to the campsite and that night no one slept as a result of it. I bet everyone wished that they were back in the Sahara desert that night.

Day 6: Zagora to Issil

Everyone was happy to see the back of Zagora. We took the N9 in a northwesterly direction, through the impressive Draa Valley, it seemed to be following us. At Agdz we turned left onto the R108, and pretty much climbed for the rest of the day.

The best part was when we turned off the tar and headed north, deeper into the Anti-Atlas Mountains. Now the fun and games could begin. This was my first time off-roading in these mountains and it was real low range rock crawling at times.

We passed what must have been one of the highest soccer fields in the world. The kids playing on it ran over to us, some even jumped onto the back of the moving Land Rovers.

The more we climbed though the less people we saw and the incredible mountain scenery made it even more special. This was definitely what I had signed up for.

One of the clients was suffering from a bad back and asked if I could drive their Defender.



I had absolutely no problem with that. If you did get it wrong on some of the sections you would fall a long way. True to form Bill got a puncture and by the time we had sorted it out, we were pretty far behind.

Once we reached the top of the final climb we could see the rest of the convoy setting up camp at the bottom of the pass. It took us about half an hour to reach them. If only everyday could be like today then life would just be perfect. It was definitely one of my best days ever in a 4x4.

Day 7: Onwards to Marrakech

With new roads constantly under construction



in Morocco, we reached the tar within half an hour of setting off. The town of Issil was not far from where we camped the night before, as we passed through it some locals were heading out to work on their fields, and waved to us. To get to our destination of Marrakech we would have to get over this infamous Tizi-n-Tichka Pass of the High Atlas. I knew we were getting close to it when my ears popped and I started to see snow on the mountaintops.

The French built the pass in the 1920s and the many turns you will make when driving it can cause dizziness. When we drove over it they were busy with some rather extensive road works on certain bits.

It's the highest road pass in Morocco and it will make all the other impressive passes feel rather tame.

For me the tour finished in Marrakech as this was where I was flying out again, but not before I spent two days exploring its souks, lively square and photographic museum.

I enjoyed exploring this buzzing city, but have to admit that I was at my happiest when cresting a red Chigaga dune or remote rocky mountain pass. Morocco is definitely a premier off-roading destination, you won't find anything like it in the UK that's for sure.

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MISSION: EUROPE

The first of a four-part series, in which we follow three guys as they salvage a Series II and drive it across as many European countries as possible in seven days

Story: Louise Woodhams Pictures: Andy Cox





Seven days, three idiots, one Land Rover, and as many European countries as possible. That's the strap line of three Land Rover fans, who decided to set themselves a rather ambitious challenge to raise money for Help for Heroes. It all began on July 12 last year, when the youngest of the trio, 25-year-old Andy Cox was given a Series II. "It had been sat outside a house for almost 14 years, after the owner bought it off a friend who was strapped for cash. I asked if I could buy it for spares as I needed the hoops for converting my Series III, but he wasn't interested in selling it," explains Andy, "A couple of weeks later I received an out of the blue message from the owner explaining that the car was mine as long as I would do right by it and get it on the road again, to which I agreed."

The Series II was trailered to a friend's place of work, where it was stored until the start of this year and transferred to Keiran Barker's (35), the second member of the team, back garden so they could start rebuilding it. Their initial plan was to enter it into the Banger Run, which sees £250 cars navigate across five of Europe's top ten roads. A Help for Heroes charity, the majority of teams are military, and sadly the event got cancelled in January due to the organiser being called for active duty.

Not ones to be undeterred in their quest, boat builder Andy, fabricator Keiran and the third member of the team, Dave Emery (37) an electrician, looked into other events. "There were plenty of rallies that we could have entered, but none of them were going to the places or doing the things that we wanted from the expedition, or supported Help for Heroes. We're all members of the

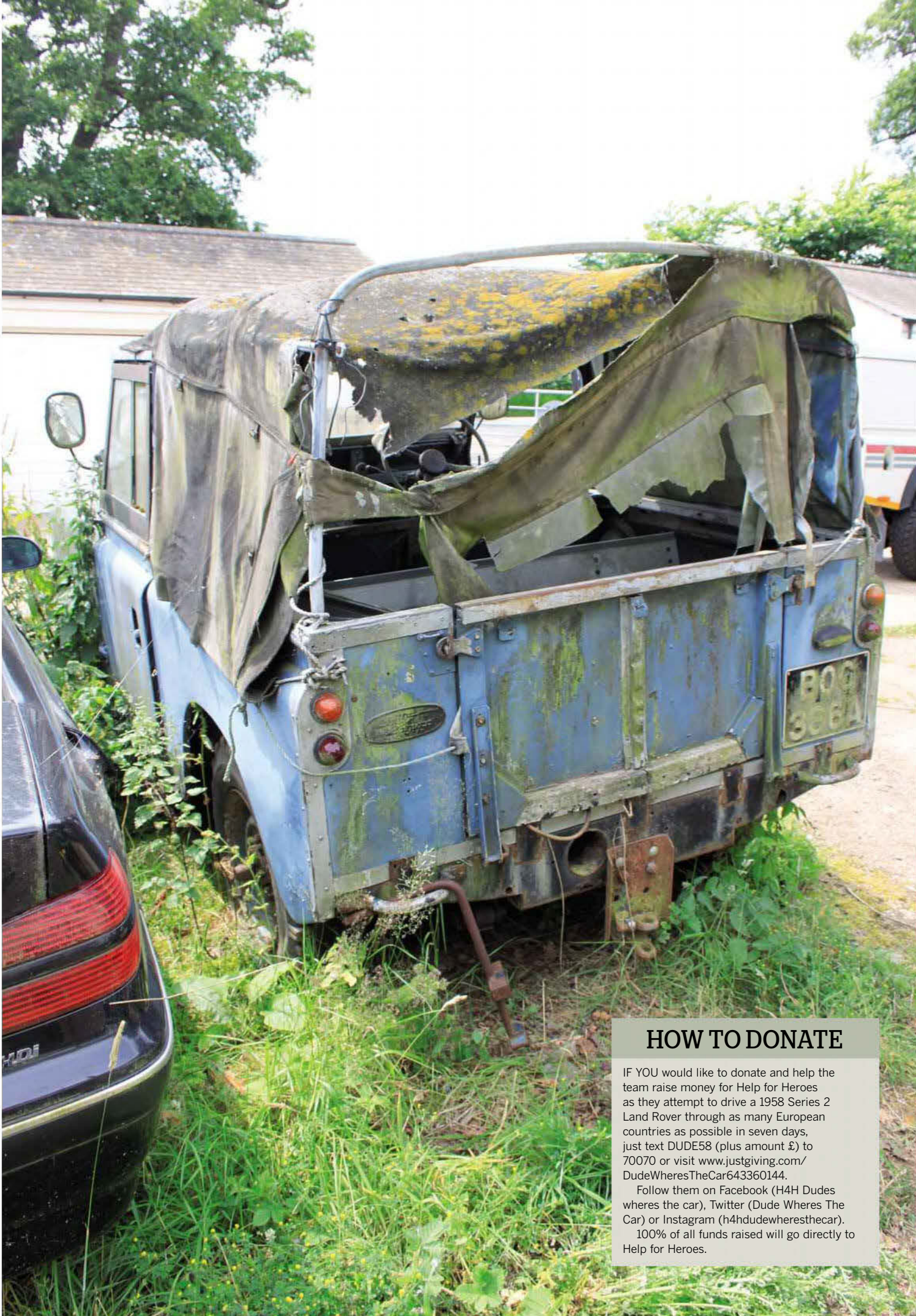


Loughborough Land Rover Club, which is how we all met actually, and whilst we support a number of local to national organisations, we are very passionate about Help for Heroes. As the saying goes, charity starts at home, and when you look at the work that the forces do and the very little they get for it, it's a worthy cause. That's when we decided to do something off our own backs and raise the money ourselves," states Andy.

Back to the vehicle itself, then... According to records from the Series II Club, it's believed to be one of the oldest Diesel Series IIs in the world. Through members of the club and information from Gaydon's records, Andy found out that it is the 18th production diesel to roll off the line and its build date is April 4 1958, during the second month of production for the Series II. Originally built for export as a rag top in Deep Bronze Green, like most diesels it was sent to UK dealers instead. To that end it left the factory on April 16 and dispatched to Attwoods Garage, Staffordshire. It's currently registered with A-suffix registration plates (BOC 386A), which were issued in the years leading up to 1992 to any pre-1963 vehicle that had the original number transferred (sold) onto something else.

"We were amazed it didn't brake in half when we winched it up onto the trailer. The chassis was next to non-existent in places, the bulkhead outrigger was just an outline and no metal left in it, and most of the steel components were beyond repair. The seats had been eaten by rats and when we picked up the canvas it just fell apart," recalls Andy.

"By the time it's finished there will be a lot of new and replacement parts, we will try to retain as much of it as possible, but where it's



HOW TO DONATE

IF YOU would like to donate and help the team raise money for Help for Heroes as they attempt to drive a 1958 Series 2 Land Rover through as many European countries as possible in seven days, just text DUDE58 (plus amount £) to 70070 or visit www.justgiving.com/DudeWheresTheCar643360144.

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really necessary we will update components rather than boding them to make it last a lot longer. When we planned to enter the Banger Run, we were going to preserve as much of the original body and its paintwork as possible, to keep that 'just rolled out the hedge' look. As we've learnt more about its heritage though and begun to disassemble it we realised it needed, and deserved, a complete ground-up rebuild. It's lasted 57 years so far – we would love it to last another 57 years."

When I met the team, at the end of April, the Landy had got to the stage of a rolling chassis. Over the past few months they have been busy stripping back a standard Series II/III chassis they bought from an Auto Jumble at the 2014 LRO Show in Peterborough to bare metal, before applying primer and paint, and replacing all of the bushes. New OEM-spec springs were fitted, and the axles were rebuilt with new halfshafts, bearings and swivels. As neither the gearbox nor the engine in the Series II was original (2.25 petrol), they decided to swap it for the 200Tdi out of a Defender, paired to a full syncro Series III gearbox, rebuilt with an Ashcroft High Ratio Transfer Case. "This means we'll have more torque for the some of the mountain passes and it will be better for cruising, as well as more economical," rationalises Andy. The standard drum brake setup has been gifted servo assistance (from a Series III), to give them added confidence during those

challenging string of hairpins, and it's also benefitted from a new steering relay and an overhaul of the steering box.

Having just returned from the Great British Land Rover show in Donington, I'm intrigued as to what response the rolling chassis received. "It attracted crowds all day – possibly because it was only one of a handful Series Land Rovers on display. It was also something different, and I guess with what we have planned for it, we gained a lot of interest. We literally didn't stop talking for six hours – Dave even lost his voice," chuckles Andy.

With the exception of the exhaust, which will be a custom-made stainless system, and the electrics that will be done by a good friend and Andy's brother, the three of them are undertaking the entire restoration themselves, with Keiran's wife Rachel, on all-important tea duty! And astonishingly up until two weeks ago they didn't have a gazebo – which I'm told, for all intents and purposes, is a paint shop, previously battling with the elements.

These guys live and breathe Land Rovers, and by this point I'm not surprised to learn that they don't just love driving them they love fettling with them, too. Andy owns a 1982 109, which is now a highly-modified V8 converted ragtop – the entire project completed between him and Keiran within three months! Keiran's first, a Range Rover Classic, was slightly lifted (and held together with lots of duct tape apparently!), and his second, which he still

owns, is a 1980 Series III, that over the past few years has had three engines and gear boxes, parabolic springs, bigger tyres, full brake system and new exhaust fitted. It's also fully carpeted inside (so he can now have a conversation!), and geared up so it drives more like a car (and can reach 70mph without it screaming!). Dave started with a 90 pick-up that was also lifted with big tyres, and was exchanged for the Green Machine 90 featured in *LRM* (previously owned by Aaron Prater). He also has a Freelander and a TD5 Discovery 2, which will be the next project after this one, with a full roll-cage, fibreglass body shell and highly tuned. Watch this space.

In case you're wondering, the Series II will eventually be rebuilt after they come back from their expedition and put back as close to original as possible with the correct-spec chassis (the 1958 model was slightly different in places to the run-of-the-mill SII/III chassis) and the early 2.25 engine, which at the moment is seized solid so will need to be rebuilt. The original intention was for the vehicle to become Andy's daily, but having found out more about its pedigree, it will just be used for Sunday best now. Whilst I'd love to reveal more now, this is the first instalment in a four-part series, so you'll just have to make sure you buy next month's issue of *LRM*, when we will be explaining how the team set about restoring the vehicle, together with information about the trip itself. Stay tuned.

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A JOURNEY LIKE NO OTHER

The world's largest all-female motorsport event attracts all types of 4x4s, but for the Hoehn sisters there can only be one: the Land Rover Discovery 4.

Story: Louise Woodhams Pictures: Nicole Dreon





The only Rally Raid for women, the Gazelles Rally has been bringing together 300 women from more than a dozen countries each year since 1990, for an epic adventure in the Sahara desert. This is a competition unlike no other – not based on speed or GPS, but just a compass and hand-drawn maps to navigate through 1500 miles of treacherous sand in nine days.

After failing to complete last year when they crested a dune too quickly and smashed the radiator of their Range Rover Sport, American siblings, Jo Hannah and Susanah Hoehn, returned this year to finish 12th out of 125 teams. *LRM* uncover how they pushed the limits of themselves and their Land Rover LR4 (the US version of the Discovery 4) to conquer some of the most dangerous terrain in the world.

Has it always been your dream to partake in a rally?

Jo: No! It wasn't until 18 months ago when someone got in touch with our family's Jaguar Land Rover dealership, asking if we would take part in the Gazelle Rally in Morocco. Funnily enough we had been talking about Land Rover and its off-roading capabilities and how it would be cool to do a long excursion, so we jumped at the opportunity.

Why did you decide to use a Land Rover LR4?

Jo: Because of the aftermarket protection that is available for this car without having to custom make parts, like the skid plate. After what happened last year, it was a great comfort to know we had underbody protection. We were also able to put smaller wheels on it, so we could have proper off-road tyres. Last year in the Sport the smallest wheel you could fit was 20" because of the brakes.

Susanah: It was one of the best decisions we made. The side walls were so vulnerable on the Sport, we didn't have to use either of our two spares this year – we only had to plug one.

What preparation did you do in the year leading up the

rally?

Jo: We used the time to prepare our vehicle, which was an adventure in itself. We had the vehicle ready and wrapped to get shipped on the 01 January to Morocco, but there was a strike along the ports of the western coast of the US. Our car was in LA and I was in contact with the shipper every day to get it picked up, but kept getting fobbed off. In the end we got someone to drive us to LA, with no ride back, and pestered them until we got the LR4 back. We then had 24 hours to drive to Houston to get it on a ship to Casablanca – we made it in 23 hours.

In terms of personal preparation we didn't have to relearn navigation, so we only went out to the desert (Imperial County, California) a few times to get a feel for how the model worked in different terrain. It was impressive, just such a workhorse and amazing what you can put it through.

What are the strong points of the LR4?

Jo: It did really well at climbing the dunes and, because of the extra clearance, it made easy work of the camel grass – these horrible sand mounds with vegetation sticking out. Overall, it was just really bullet-proof. We went through, albeit unintentionally, some very tricky passages and it still managed to get out. At one point we were supposed to go through a well-traversed mountain pass and Susanah...

Susanah: I accidentally took her up a mule pass, but the LR4 was incredible in 'Rock Crawl' mode.

Jo: There were these rock fall slide areas, so I made her get out the car and tell me exactly where to place the wheels. Despite being such a large vehicle it was amazing what you can squeeze it through.

How did you get the best out of the LR4 in the sand?

Jo: It was a totally different experience to driving the Sport, which had so much power it was like driving a car. In the Sport we used it in high-range, 'Sand' mode, in the LR4 we

This page:
Although the Terra Grapplers running 12psi were good in the sand, boards were needed



“Overall, the LR4 was just really bullet-proof”

This page:
The Mexican-inspired livered LR4 got a lot of attention from the local children

found that in low-range, fourth gear and manually shifting was better. In really deep sand we put it in ‘Grass, Gravel and Snow’ mode. The ‘Sand’ mode in high range seemed to work much better on harder, sparser areas of sand.

Due to the fact that 2014 models are very hard to get hold of, we had previously practised in a 2012 LR4 and whilst the feeling of the Terrain Response had changed a little bit, once you know what your options are it’s easy to figure out where the sweet spot is. It was nice to have the paddle shifters behind the wheel too, instead of by the centre console, as there’s so much you have to pay attention to.

What tyres did you use and what pressures were you running?

Jo: We used 18” Compomotive Motorsport PD1881s shod in Nitto Terra Grappler XL 285/60R tyres. I was blown away by them. It’s not something we thought we’d get excited about.

Susanah: In the soft deep sand we were running 18psi, whereas most other cars were running 12psi. As we had the power we didn’t need to air it all the way down, and where our tyres would bulge at the bottom we had a lot more surface area. On the other terrain we were running 30 psi.

How much spare fuel did you carry?

Jo: We had a supplementary 15 gallon fuel tank added. Because most of the cars in the rally are diesel, it’s difficult for the petrol cars during the marathon legs, when you’re out for two days without re-fuelling, as they either run out of gas, or run dangerously low. We didn’t want to deal with that as it happened to us the year before. We only used it once, but it was nice to have.

How did you prepare for self-recovery?

Jo: You get military rations, which we didn’t touch. We tended to snack on granola bars and dried fruit. Each morning you





pick up six two litres bottles of water, so you're only ever carrying two days of water, a mandatory ten litre jerry can, and obviously your sleeping bag and tent in case you don't make it back to the campsite.

Aside from bringing tons of spare parts and learning mechanics, there's not much you can do if something seriously breaks. There is a car sat device in the glove compartment so if something was to happen it will put you in touch with the special ops teams, but every decision you take is being monitored.

Susannah: They'll let you get lost, in fact the only times they'll interfere is to inform you you're too close to the Algerian border, but it's good to know someone is watching your movements at all times.

What were your thoughts going into it again?

Jo: The event is so strange and hard to grasp, that having done it once before and knowing how it works is a huge advantage. We were excited, we were also nervous because of the association with our business; we definitely did not want to break the car again. We needed to do well.

Why did things go so much better this year?

Jo: I think the combination of having done it before, having already tested different strategies, the modifications we made to the car, and the car itself.

What was your most memorable moment?

Jo: You're not allowed to group up or follow other teams except for during the big dune days when they encourage you to pair up. We were with another US team – two mums from Montana – and we had such an amazing time with them. They were faced with the same extreme hardships as us last year, but they kept pulling it out at the last minute and it caused a real chain reaction of gazelle spirit. If we were faced with a terrible hurdle, we'd say well if the Montana girls can overcome such and such, then we can get out of this.

Susannah: It's a really cool camaraderie, whilst still being extremely competitive.

BECOME A GAZELLE

Conditions: The Rallye Aïcha des Gazelles is open to all women over 18 who hold a valid driver's license, and to all 4x4 vehicles – although we would only recommend a Land Rover!

Each team is made up of two teammates. There is no 'selection process' for participation, the most important thing is to find someone who is motivated and that you are compatible with.

In addition to having a good level of physical and mental fitness, it is mandatory to attend the organisation's navigation training course. Off-road driving training (theory and practice) is strongly recommended and the Rallye requires a basic knowledge of mechanics.

How to register: Step one is to fill out the Request for Information form <http://www.rallyeichadesgazelles.com/en/become+a+gazellerequest+for+information>

Registration fee: 14,800 Euros (for a team of two women, including the full 15-day event incorporating nine days of competition, not including transportation to and from the event)

Contacts: For more info check <http://www.rallyeichadesgazelles.com/> and for UK teams who want to pre-register contact Bénédicte Clarkson (+44 783 126 1830 / benedicte.clarkson@gmail.com)

Top left: Navigation duties lie with Susannah (left) whilst Jo (right) is the driver

This page:
On tricky mountain
passes the LR4
was incredible in
'Rock Crawl' mode



Jo: So, I guess, the most memorable moment was watching them cross the finish line with all of the US teams. Despite starting their day six hours after everyone else, one of them very sick and barely functioning, they still crossed all of their check points and finished fourteenth overall.

What was your most challenging moment?

Jo: There were so many every day, but I think it would be on the second set of sand dunes and the Montana girl first got sick. It was hot, we were getting stuck and we wanted to get out of this range so badly that we started getting desperate and sloppy in our navigation. We ended up doing a lot of extra kilometres – we call it the magic map.

Susanah: You convince yourself that a feature you come across on your route is on the map when in reality it's not, so you make a lot of bad decisions.

Being sisters how did you get on through-out the event?

Susanah: We feel it's an advantage that we're sisters because we have 27 years of experience communicating with each other. We know each another's hot buttons and know what to say and how to say it.

Jo: I think a lot of women are conflict adverse and it's so important before doing the rally that you have a game plan of how to deal with difference of opinions. We're very much involved in each other's roles, so we're each able to voice our opinions on driving and navigating, but at the end of the day the ultimate navigation decision lies with Susanah and the ultimate driving decision with me.

How did the locals respond to the LR4?

They loved it – it's neat how much support you get from the local people. Everyone gets so excited over the Land Rover badge – there's literally only a few that competed in the 125-strong 4x4 class, and because we did a similar wrap pattern to last year and our car was so popular everyone immediately recognised it. Our design is Moroccan so they took a lot of pride in that.

“It's a really cool camaraderie, whilst still being competitive”

Has this experience changed your life in any way?

Susanah: It teaches you how to problem solve and to realise there's only solutions. It gives you confidence to know you have the ability to, excuse the pun, move dunes.

Jo: It's hard to talk about the event without being super clichéd, but there's no other way to describe it. Last year was so memorable and humbling, and I didn't know that I would act differently in my day-to-day work life, but people have noticed a change in my management and confidence.

What do you need in order to succeed?

Jo: It's easy to want to give up at certain points and you need the mentality that there is a way to get out of every single situation. Team communication is so important. All day, every day, you're making decisions: What can our car do; what's the straightest line; how are we on time and how emotionally strained are we? You have to decide with the other person, what's the best option?

Will you enter next year?

Jo: On the second to the last day, we said we're done. As soon as we finished we knew we'd do it again. It's like signing up to one problem after another but it's so satisfying when you figure out a solution and make it through. It strings you along and it's kind of addictive.

Susanah: It's also such a unique event – a never-ending puzzle. You have one job – to navigate to 57 checkpoints in nine days with no contact with the outside world – it's a vacation of the mind.



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IRISH SAFARI

Vagabond Tours offer a unique southern Irish safari experience in a specially adapted 13-seater Defender

Story and Pictures: Russ Ryan

There are not too many tour companies that have been awarded the 50 Tours of a Lifetime award by the *National Geographic Traveller* magazine. In fact, there are only fifty of them; obviously. That was not my attempt at a bad Irish joke. In order to achieve this coveted global award, I expect you would need to provide something unique and very adventurous. And that is exactly what Vagabond Tours of Ireland do and what makes their tours even more special is they use custom built safari-style Land Rover Defenders. These touring machines just sing adventure. Ireland may not have the big predators and deserts of Africa, but it certainly has plenty of luscious green scenery, fascinating history and a few surprises along the way. All key ingredients for a good safari with an Irish twist.

As a small island on the western fringes of Europe, the Emerald Isle is rapidly gaining a reputation as an adventure destination, this evolving trend has presented numerous opportunities for innovative entrepreneurs to capitalise on. Vagabond Tours is one of these companies that specialises in small group multi-activity and cultural adventure trips. They offer scheduled adventure guided tours with a difference, unlike the majority of other touring companies, one of their biggest selling points is that they use four-wheel drive vehicles. The Land Rover Defenders that they use allow customers to explore the hidden corners, rugged scenery and rough tracks while at the same



time enjoying cultural and outdoor activities. These activities include cycling, horse riding, surfing, hiking, sea kayaking and organised boat trips. Each day concludes with an obligatory pint of Guinness and lively Irish music. Sounds like the perfect tour to me.

So where did the idea come from? Rob Rankin, the CEO of Vagabond Tours, says it all started while travelling in Southern Africa with his wife Amy, they were intrigued by the many safari and overland type tours out there. But best of all these type of tours seemed very popular with the tourists. Rob decided there and then that a safari Land Rover would be a great way to see the rugged west coast of Ireland. Since establishing Vagabond tours in 2002, the company has just gone from strength to strength, today they have a large fleet of Land Rovers and have already received several tourist awards.

I had arranged to meet Aidan McGuinness, one of the guides from Vagabond Tours, he was just coming to the end of his first tour of the season at the picturesque harbour in the coastal village of Doolin in County Clare. Aidan had just spent the past eight days taking his adventurous passengers along the west coast of Ireland, from the peninsula's of the

south west all the way up to Connemara. It was 09.15am and the harbour was already buzzing with boats approaching the pier, lining up to take tourists to the Aran Islands. As I patiently waited in the car park for Aidan to arrive, I saw some instantly recognisable Land Rover headlights approach in the distance, with a luggage trailer in tow. As it got closer I could see it was a Defender, and I knew then it was from Vagabond Tours. Aidan was dropping off some of his passengers who were booked to take a day trip to the Aran Islands. Later that afternoon he would pick the same group up again across the bay in Rossaveal.

After Aidan helped secure the pre-booked ferry tickets for his touring party, he had a couple of hours to kill while his clients enjoyed their rugged island experience. He used this

time to talk me through some of the highlights of his award-winning tour. Most of his passengers were American and the tour is marketed as being wild, Irish and roving. It basically entails picking up the customers in Dublin city centre then heading for the Rock of Cashel in County Tipperary before hitting the rugged west coast of Ireland. While in the south west you will visit Cork and Kerry, the three peninsulas of Beara, Iveragh (The Ring of Kerry) and Dingle. The tour spends two nights in the buzzing little fishing town of Dingle, this gives passengers more time to partake in activities, get to know the area and the locals, explore the shops, pubs, galleries and restaurants. From here you will travel north across the river Shannon into County Clare, home to the Burren and the Cliffs of Moher, before heading to Galway city and



“Each day concludes with an obligatory pint of Guinness”





The Defenders have been converted to carry 13 passengers

north into the Connemara region, with the option of crossing Galway Bay by boat, via the Aran Islands. The trip also offers a stay in a castle, two nights in Dingle and a great variety of optional activities and historical sites that can be visited en route.

Before heading for a spin with Aidan, he gave me a tour of the Defender that just oozes adventure travel. The company use head-turning custom 'safari-built' Land Rover Defenders, these eye-catching vehicles have been specially converted to comfortably carry 13 passengers. The first couple of vehicles commissioned by Vagabond were built by the well-known Defender conversion experts Foley Specialist Vehicles in Essex. They are experts at converting and rebuilding defenders and have been at it for decades. Paul Foley, one of the owners, lived and worked with Land Rovers in Africa for a number of years and knew exactly what Vagabond needed when the call came to build the first few safari-type Defender buses. In recent years the vehicles were in Ireland with another company who specialise in vehicle conversions and interior seating, Ardee Coach Trims from County Louth. The existing four Vagabond Land Rovers were bought as chassis cabs in the UK and shipped over to Ireland for the conversions,



with the end result certainly looking the business, offering a quality product that continues to take tourists comfortably on award winning adventure tours.

As regards engines, one of the existing customised Vagabond Land Rovers has a Td5 engine with the remaining three using the updated Puma engines. The new six-speed Puma engine is probably better suited as it offers lower-speed control and the much welcomed improved fuel consumption. These vehicles are effectively classified as buses and as a result must comply with all of the relevant bus regulations. Under the Road Safety Authority in Ireland and in compliance with EU regulations if you have more than nine passengers on board you must have tachographs in the vehicle and you must also comply with drivers' hours, breaks and rest periods. On the plus side the bus status means that these safari vehicles can legally drive on the city bus lanes, allowing them to swiftly get through the city traffic jams and as a result more time to explore the countryside.

The most recent vehicle conversions were completed on Defender 130 chassis cabs by Ardee Coach Trim in Ardee, County Louth. The cabs comprise of a steel frame construction as requested by the licencing authorities. They are then covered with aluminium panels that are attached using the same glue-like substance used in the building of aeroplanes. The conversion is designed and built to comply with very strict health and safety regulations, which include seat belt anchoring, seats spacing, fire exits





“It's not just about the breathtaking off the beaten track scenery”

and access dimensions.

Once you leave the city in one of these bus-like Defenders and the green fields come into view for the first time, then the action really begins. You will not be sitting around all day on a Vagabond Tour, all excursions are activity-based and suitable for active people with a basic to moderate level of fitness. Aidan highlighted that the tours offer flexibility, so if there is something specific that people in the group want to see or do, all efforts are made to make it happen. The company emphasises to the paying client that it is their tour, everyone is encouraged to have input into the type of activities they want to do.

With that said it is not just about the activities and the breathtaking off the beaten track scenery. A key part of these tours is about exploring the ancient culture of Ireland and meeting local people. The company puts a lot of effort into making sure that customers experience intimate and traditional accommodation along the route while enjoying the lively Irish pubs in the local towns and villages with their excellent

entertainment and music.

These vehicles certainly stand out as they make their way up along the west coast. I could tell from spending the morning with Aidan that this is a professional set up and that he very much enjoys working for Vagabond tours. These lads take a lot of pride in ensuring that every aspect of the companies experience is of a very high standard and from what I saw this is very evident in the quality of the service they provide. I think they just might have the best job in all of Ireland. One where you get to take a Defender off the beaten track, partake in various adventure activities, expose tourists to Irish culture and customs, while having a craic with them at the same time. There are definitely worse things you could be doing.

It's easy to see why in 2013 the Vagabond Tours eight day Wild Irish Rover tour was awarded the 50 Tours of a Lifetime award by the *National Geographic Traveller*. Vagabond Tours was the first Irish company to receive this award and as Norie Quintos, the Executive Editor of the magazine wrote, “This year marks the 125th anniversary of the National

Geographic Society. The tours we selected capture that spirit of exploration, they push the boundaries of mainstream tourism, whether taking travellers to the far corners of the globe, or helping them dive deep into the culture of familiar destinations.”

So if you are looking for an active holiday with a difference, that can incorporate walking in the mountains, kayaking in secluded bays, horse riding on a remote beach, heading off the beaten track or simply relaxing with a pint of the black stuff against a backdrop of Irish music, Vagabond Tours does not disappoint. The best part of all is that you get to cruise the remote Irish countryside in a specially adapted Defender.

VAGABOND TOURS

For more info on Vagabond Tours of Ireland see: <http://vagabondtoursofireland.ie/vagabond/> or tel +353 (0) 14428559.

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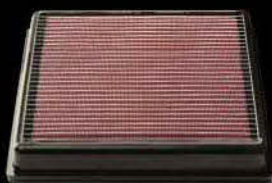
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Story: David Lovejoy Pictures: Alisdair Cusick



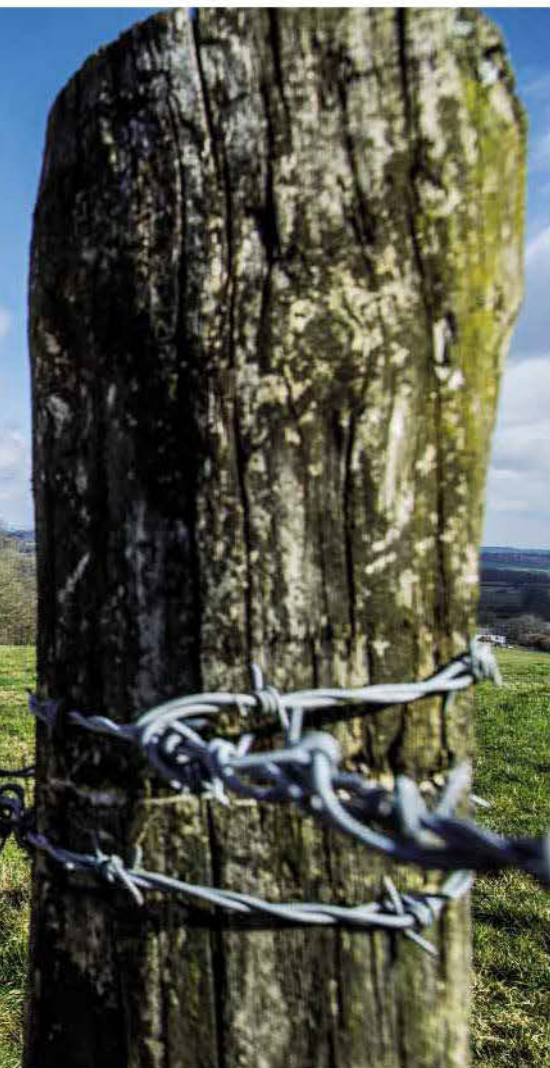
“From Mendip Hills,
it heads down into
south Somerset”



RIGHTS OF WAY

There are four classifications of Rights of Way: Footpath, Bridleway, Byway Open To All Traffic and Restricted Bridleway. What we used to call an unclassified county road (UCR) now come under a separate heading of ORPA – Other Road With Public Access. A UCR is special because it comes under the auspices of the County Highways Authority, not the County Rights Of Way Department. A UCR route is not an official right of way classification, but legally the same as the ordinary tarmac road network. UCRs are shown in a list required to be kept under section 36 (6) of the Highways Act 1980 (c. 66) list of highways maintainable at public expense.





This month's greenlane jaunt is in Somerset, which just happens to be my home county, so forgive me if I seem a little biased. It's a beautiful place – that is why so many people come here for their annual getaway or a quick weekend break. Some might argue that more people go to Cornwall for their holidays but I like to think that is because there's more surf down there. Maybe they're excited about the prospect of bumping into Poldark? There are just so many interesting things to do in Somerset and in my humble opinion, it also produces the best cider and one of the finest cheeses in the world. What more could you want?

The route I have chosen for a day out is best described as gentle in nature. It will suit all Land Rover vehicles, including those with slightly less ground clearance or more expensive body panels.

Running from the edge of the Mendip Hills, it heads down into the centre of south Somerset. What you will find here is not technical laning, but stunning views and history dating back to the days when the Second Legion Augusta were the only highway contractors in the area. This is the sort of classic countryside that only rural Somerset can provide.

Since the enactment of the Countryside and Rights Of Way Act 2000 and the ensuing Natural Environment and Rural Communities Act 2006, rumour has it that Somerset, once Land of Greenlanes, has none left. Folk down here have just been keeping it a secret so that this is definitely not the case. Yes we did lose the delights of Exmoor, The Quantocks, Sedgemoor and other such places when RUPPs became Restricted Byways. Then we do have a few BOATs due to the Somerset County Council's failure to comply with the Countryside Act of 1968 and reclassify their

rights of way, the bulk of English County Councils are also guilty of this so let's not make an issue of it. What we do have is a stack load of ORPAs (see Rights of Way panel, bottom left).

The surfaces of these routes can vary from broken tarmac and gravel to only grass, often having the appearance of byways. As these routes are maintained at public expense, along with the rest of the highway network, it is presumed that these routes are open to all traffic. They are not shown on the definitive map. Simple it is definitely not.

To check an UCR's status you need to start off with something called a 'List of Streets' for the County. It's available online if you look – it has to be by law – it will most likely be a PDF file that is almost impossible to read on the desktop so it will need printing off. They are rarely on a nice easy to use spreadsheet.

To make life interesting not all UCRs have names printed on the OS maps. This means a trip to 'Where's the path' – an excellent website that allows you to dual screen maps (dating back to the late 19th century) and satellite images.

If this doesn't work, it's ground work. Local knowledge is good but I find the copies of parish maps in the library always yield the information replied. These can date back to the middle ages so don't stop with the first name you get.

Once you have confirmed it's on the List of Streets, you then need to check with County Highways to make sure there is no TTRO (Temporary Traffic Regulation Order) in place. A simple phone call to the Highways Department works well, but don't push it, these guys have a job of work to do. Some CC Highways have an online list of road closures. Every County Council has a different policy concerning UCRs and their use – most are







“Proper planning for a laning trip does take a fair bit of time”



will slip over the top of the post. It's a visual deterrent only.

Lane 3 and we are back on the Fosse Way at 635 447 to run down into the eastern edge of Shepton Mallet. As you drop down the hill, you have a view of the Charlton Viaduct, which towers 15 meters over Kilver Court Gardens, created by Ernest Jardine, then owner of the Shepton Mallet Cider Works and improved upon by the Showering family (Babycham).

Lane 4 at 656 423 is known as Holtcombe Lane and is again very scenic. It drops past the tiny village of Chesterblade, with its lovely little chapel of St Mary's. The lane exits onto the Evercreech Road; although it's a bit out of your way, I would recommend a visit to Evercreech; it's really worth it. There are a couple of cracking pubs here as well, The Bell and The Shapway, so maybe a B&B for the night is a sensible move. St Peter's Church is worth a visit too, even if only to take a look at the roll of honour inside the door.

Lane 5 starts at 665 413 and runs through to Higher Alham, according to statistics one of the healthiest places to live in the whole of the UK. It's also home to the source of the River Alham. To be honest, that's about it though it's a pretty place.

Coming out of Higher Alham we drop into Lower Alham, similar to its big brother, just much, much smaller. Lane 6 starts at 683 404 down what looks like a private drive to a farm. It is the entrance to two farms and a third property so please be respectful. As you pass the second farmhouse, slow right up and appreciate the building. It's extremely old and pretty special.

online. Somerset is pretty ambiguous; along the lines of if it has a TRO or TTRO on it don't drive it. If in doubt talk to the local GLASS, they should be up-to-date with all of this. As you can see from this, proper planning for a laning trip does take a fair bit of time.

So where were we? Ah yes, we start in Oakhill. Oakhill was once home to a very famous and very successful brewery that went bust before the Great Depression. Attempts were made to restart it, with the third and final attempt proving to be fruitful – sadly the man behind the company retired in 2014 and the brewery closed for the last time. At its height, a narrow gauge railway was built to connect the brewery to the main railway line to make bringing in raw materials easier.

The buildings are behind Coronation Road in Oakhill and worth a look before they finally submit to the indignity of being converted to houses. Oakhill Church is also worth a peek – it's rather special. If you do, then please pay respects to Flight Sergeant John Reeves of the RAF VR who died in 1942 in the Western Desert flying fighters, at the age of 19.

The lane starts at 641 473 (Using Explorer 142) just opposite Fosse Farm on Fosse Road. Oddly enough you are turning south onto the Fosse Way. The Romans did a cracking job on this back in the day and it's an excellent surface for most of this lane – although interestingly the lane deviates round a field for a short distance. This is a little rutted and may just catch the exhaust on a Freelander 1 if not careful. In the wet, the surface of the uphill section of this deviation is a tad slippery, but traction control will see you through. The lane exits out on a modern B road that was once another Roman Road running from Salisbury

to the lead mines at Charterhouse.

Lane 2 (622 467) is a short section of the Old Bristol Coach Road, again a nice hard surface and a straightforward drive. Note the view to the south west over Shepton Mallet and the old Babycham factory that now produces Blackthorn (not the aforementioned cider, I'm afraid), rather than a particularly pleasant pear cider that made barley wine drinkable. There is a gate at the top of this lane – it looks padlocked and in fact it is, however the chain





“You cross one of the most modern dairy farms in the whole of Somerset”

The lane drops down to the left and into a long, relatively deep ford. The ford is very dependent on weather. If it's been raining for a few days it may need some extra consideration. Basically a brook breaks in from your right, fills the sunken roadway and then exits 50 yards further on to the left. So common sense here folks, there will be a hole scoured out by the ingress and then the egress of the water. Enter to the left and exit to the right. It's a long ford and you can play at bow-wave creation and such like as it's perfect for that.

The day we drove it for the pictures, it was about as deep as I would want to take a Freelander 1 or an Evoque and not far off the max wading depth of a Freelander 2. Everything else with a green oval will be just fine. I really like this lane.

From Westcombe and Batcome we have a bit of a road trip to Bruton. Bruton is a funky place. It has a nice garage with a shop, arty stuff for the family and is also home to three very famous schools. If you are thinking of being daring and going off the route, please do not drive Creech Hill Lane; it's badly blocked by a landslide and a big fallen tree. You won't get through.

As GLASS Rep for Somerset I am trying to get permission to clear the route, so a few volunteers would be nice (somerset.rep@glass-uk.org). Once cleared, it will be an interesting lane not suitable for tidy vehicles.

Lane 7 at 657 348 is concrete after its midway point. The first part is a touch slippery when wet, but the ruts are not too deep so as to worry. Take a look over to your right as you get to the concrete road way and you'll spot 'DO NOT turn right' signs. Those giant domes shaped like the roof of the Kremlin, but



The route we chose was gentle and suits all Land Rover models



green, are full of cow produced methane from Anaerobic Digesters. You are crossing one of the most modern dairy farms in the whole of Somerset, if not the UK. This is the home of Wyke Farms who, if you know your cheese, make a fine selection of particularly good cheddar indeed.

We then drop down through Castle Cary, a fascinating small town made very famous by lots of things. One of them being that for six months in 1944, it was home to the US Army 97th Evacuation Hospital, part of its 9th Surgical Hospital. The unit was billeted all over the town, in various buildings and open spaces until the beginning of June 1944 and then we all know what happened after that.

Follow on through the town on the A371 to pick up a little network of lanes starting at 656 314. These are lanes 8, 9 and 10 and can be done in any order you chose. All three are gentle and very charming.

Do not be tempted to take the Restricted Byway that runs off Ridge Lane down to Cole. Not only would it be illegal, but particularly annoying to those of us who fight so hard to keep what few lanes we have left to drive. If you stop just past it though and look down the valley you can see the old RUPP.

The lanes we drove might not have been technically challenging, but they are great for a family day out in the Somerset countryside.



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59 PLATE DEFENDER 90 TDCI COUNTY STATION WAGON In Rimini Red Metallic and Java Black roof with contrasting Black interior, New Sawtooth alloys fitted with new 265 Mud Terrains, New KBX Grill kit, Tow pack and electrics, Just had a major service inc 12 Months MOT, Fully Waxoyled Stunning



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61 PLATE DEFENDER 110 TDCI In Fuji White with contrasting Grey vinyl interior, Tow pack, Late style dash, 6 speed gearbox and the latest 2.2 TDCI engine, 1 Owner, full service history, immaculate chassis and body condition, Just had a full underbody Waxoyl, Just had a major service inc 12 Months MOT £12,995 + VAT



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52 PLATE DISCOVERY TD5 MANUAL In Alveston Red metallic with contrasting interior, Just converted to Off Road spec using all new parts, +2 suspension lift, Snorkel, Heavy duty shocks, 265 Mud terrains on Black mods, Steering guard, Roof light bar, H/light conversion, Fully serviced, 12 Months MOT, Fully Waxoyled, Great winter vehicle £7995



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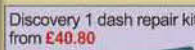
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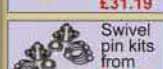
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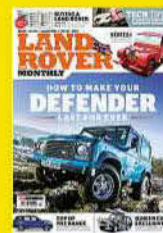
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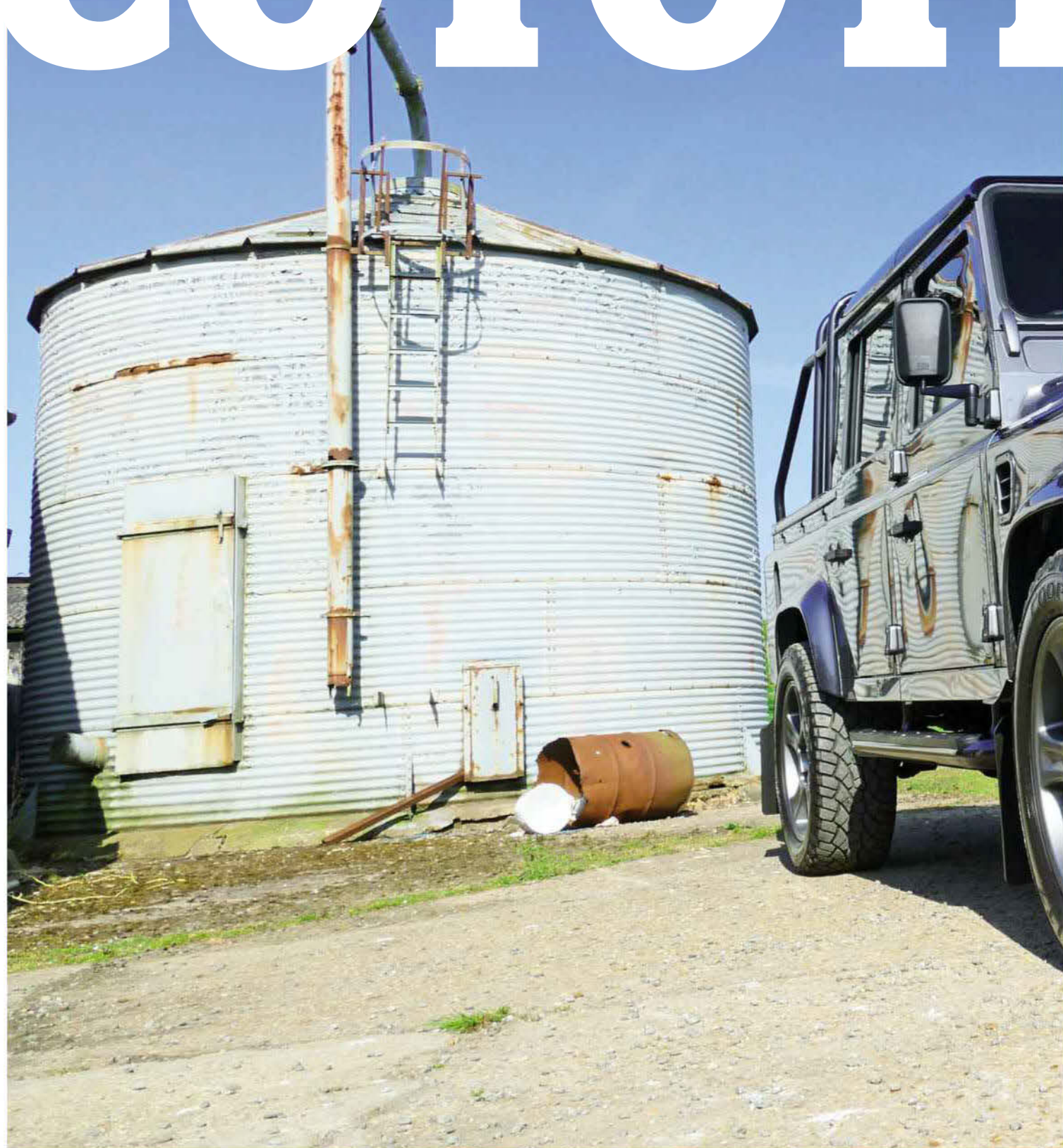
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COYOTE



How

Icon Double Cab V8 is not for the faint-hearted, says Dave Phillips







From top left, clockwise:
5.0 V8 Coyote engine; distinctive Icon grille; plush leather interior; double cab twist



“Braver souls have taken it to 110mph”

There's been some eclectic engines under Land Rover bonnets over the years. Solihull gave us the Rover V8 (via Buick) and the unforgettable Tdis. Peterborough gave us forgettable Perkins lumps and the V8 that's roaring at me right now.

Did I say roaring? I should have said howling, for this is a 5.0-litre Ford Coyote V8 shoehorned into the space normally reserved for the TDCi of Ford Transit fame.

It's super-fast, as it should be with an engine producing 420bhp at 6500rpm and 390lb-ft of torque at 4250 rpm. And it also stands out from the crowd – as we've come to expect from the Defender-based Icon creations of Nene Overland's Peterborough stable.

I can honestly say this is the first twin cab Defender I've ever driven that has left me slightly nervous. Maybe that's because when I attempted to get a 0-60mph time, it swept past the magic mark while I was still in second gear and too busy hanging on to the steering wheel for dear life to look at either stopwatch or speedo. Let's just say it didn't take long.

The same goes for top speed. I'm never happy taking a Defender – any Defender – anywhere near the 100mph mark. That's not what big, unaerodynamic trucks like this were built for. But it is what this one was rebuilt for and I'm not inclined to disbelieve Nene's David Jenden when he tells me braver souls than me have taken it to 110mph.

Yes, this one was painstakingly rebuilt from scratch by Nene's performance specialists, from a brand-new Defender 110 twin cab. The finished vehicle's similarity to the original starts and ends with its distinctive shape. The full spec is listed in the panel on this page, but the £118,884 asking price includes a six-speed

SPECIFICATION

- 5.0 V8
- Six-speed manual gearbox
- Dashboard painted body colour
- Bespoke quad rear exhaust
- LSD diffs
- Heavy-duty drive shafts, flanges and CV joints
- Low-ratio crown wheel and pinion
- Twin battery split charge
- C-tek charger and panel
- Anderson connector and cables
- Fridge charge point in rear
- Leather door cards
- Icon Low Bolster Sportster seats (leather)
- Black headliner
- Icon bespoke leather central console
- Momo Trek R steering wheel
- Graduated tinted glass
- Full soundproofing
- Icon Symphony Stage 3 sound system
- Integral sat-nav
- Icon grill
- KBX light surrounds (body colour)
- Icon Extreme bumper
- Crystal and Evo2 LED lights
- Icon Extreme steering guard
- KBX side and wingtop grills
- Swingaway spare wheel carrier
- Side-opening rear tailgate
- Icon Fast Road suspension
- Five x 20in Isport Alloys with Cooper LTX tyres
- Front axle diff guard
- Vented and grooved brake discs and performance pads
- Rear alloy lift-up security canopy
- Rear roll hoop with side down bars

Mustang MT82 gearbox, specially modified by Land Rover 'box legends, Ashcroft Transmissions. Cleverly, the original transfer box sits in exactly the same position as it would have done with the standard engine and transmission, so there was no moving around of levers and the like.

The gearbox in question is a six-speed manual, with a tall sixth gear that really ought to act like an overdrive – only with this much torque it just carries on pulling.

And somehow Nene's electronics experts have got all the components talking to each other in a civilised manner, as there are none of the response glitches you so often get when non-native engines and transmissions are added to the equation in modern computerised cars.

“That's the nice thing about the Coyote engine,” explains David Jenden. “It's a crate engine, which means it's designed to fit into a variety of American muscle cars, including retro-fitting into older ones. The electronic signals are very basic and not complicated.”

It's not just uncomplicated. It's uncompromising, too. This isn't the sort of Defender you'd buy if you were worried about mpg figures. In fact, Nene know their potential customers so well that they haven't even bothered to check it out.

“It's not very much, I expect” shrugs David, who knows that the sort of people likely to buy one are very rich, love cars and want to add something different to their collection. He knows this because he's aware of who is on the waiting list. The Icon order books are full through to March next year.

If you're a Defender purist, you may find this one coyote-ugly. But then, beauty is always in the eye of the beholder.

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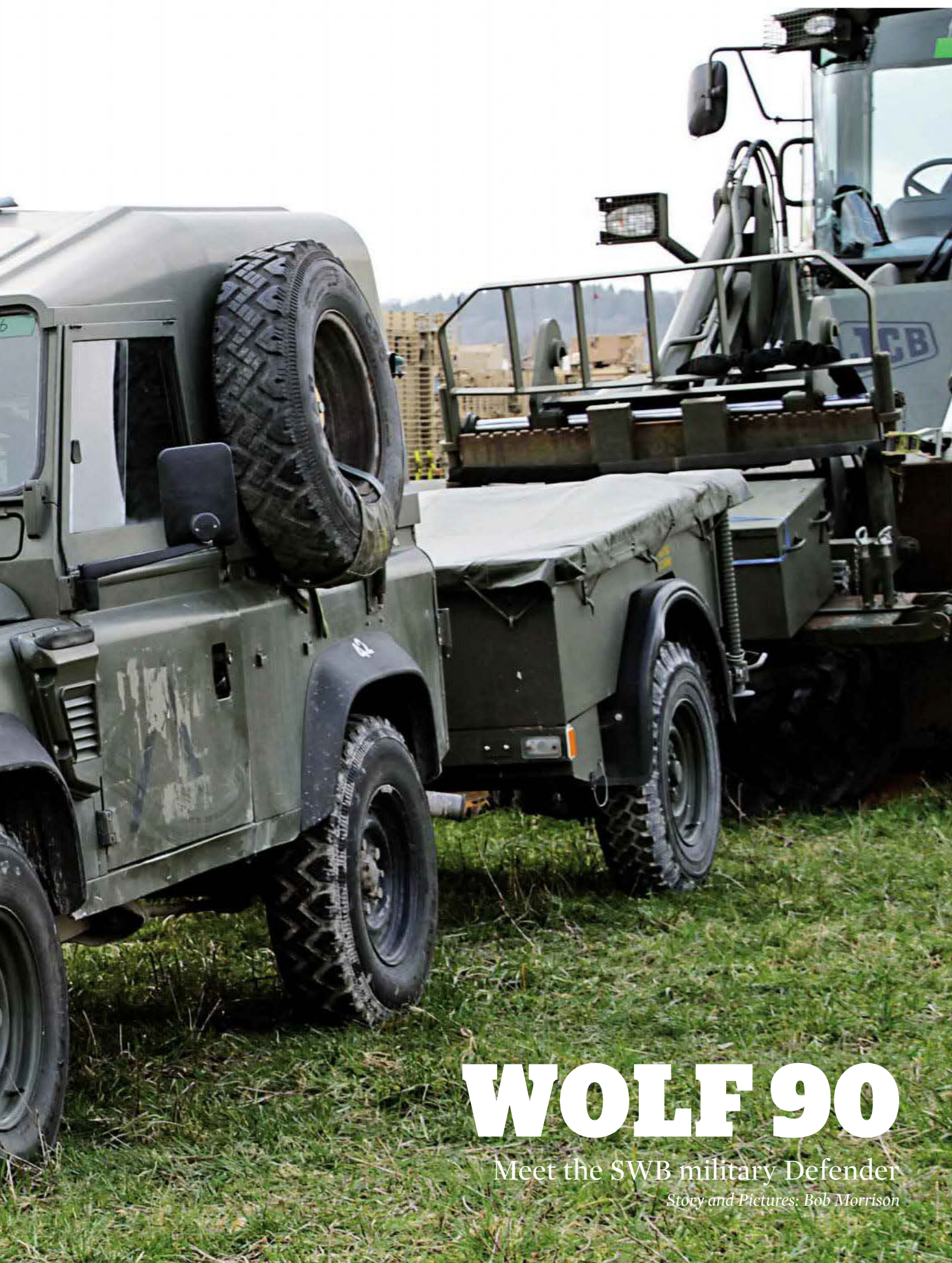
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WOLF 90

Meet the SWB military Defender

Story and Pictures: Bob Morrison



TUL (HS) at the Ludgershall Mounting Centre prior to the first major road move of Exercise TRACTABLE



CONTRARY TO rumours, as we saw in last month's article on the Wolf 110, the military Land Rover has not been ditched by the British Army in favour of the armoured Panther CLV Command & Liaison Vehicle version of the Iveco Lince (Lynx). It is in fact, still in widespread use in its original Truck Utility Medium (TUM) role. Indeed latest projections by UK MoD are that the TUM will soldier on until at least 2025, and much of the fleet might remain on the inventory until 2030. Though it must be said the smaller and less numerous Wolf 90 or Truck Utility Light (TUL) fleet has been downsized considerably.

While covering Exercise TRACTABLE, the major 3 [UK] Division logistics manoeuvres in central southern England throughout much of the month of March – during which troops from Britain's Lead Armoured Task Force validated procedures for rapidly mobilising and transporting an armoured battlegroup's vehicles by road, rail, air and sea – I managed to snap a couple of Wolf 90 Hard Tops. Proof that the type is not extinct. According to official listings, both of these Land Rovers entered service in April 1998 and are described as being TUL 4X4 FFR high-spec Hard Top Land Rovers with EEGR. Interestingly, LS56AA is now configured to use some of the BOWMAN communications package.

In late 1991 when the original tender request went out for what became the TUL (HS) and TUM (HS), or Truck Utility Light and Truck Utility Medium, it was projected that a total of 6463 replacement vehicles would be needed. Included in that figure were 500kg, 1200kg

DECLASSIFIED



BOWMAN

ON OPSEC (Operational Security) grounds, the Ministry of Defence does not like photographs to be taken of the interior of BOWMAN-equipped vehicles when on deployments or on field exercises, even though these days much can be gleaned about the system through just using internet search engines.

Fortunately for us, however, when the system was finally introduced in 2004 they did allow shots to be taken of a sanitised setup in the back of a Wolf 110 TUM whilst it was displayed at the Defence Vehicle Dynamics expo. As can be seen from the above photograph, space inside for the operator/s is extremely limited indeed.

and 1400kg payload variants with maximum overall lengths specified as being 3900mm to 4900mm dependent on payload, but no precise breakdown was specified for each category. The HS abbreviation stands for Higher Specification and was introduced to differentiate between the Wolf fleet and earlier coil sprung Land Rovers on the conventional core model Defender and pre-Defender chassis.

The 500kg TUL category was intended as a replacement for the SIII 88in and the 90; the 1200kg TUM was intended to replace the SIII 109in and the One-Ten; and the 1400kg TUM [HD] was introduced as an FC101 Gun Tractor replacement for rapid response formations.

The Reynolds-Boughton RB44 was unsuited for this role. The TUM [HD] would later be pared off from the main batch procurement process, with the contract being awarded in July 1994 to Steyr-Daimler-Puch for the Pinzgauer 716M. When the main TUL/TUM contract (LV2a/088) was awarded to Land Rover in January 1996 the quantity required had been increased to around 8000 units.

According to figures discovered by former LRM Assistant Editor Shaun Connors, around the end of 1999 the final Wolf production figures for UK Ministry of Defence were 1411 TUL and 6514 TUM, giving a fleet total of 9925. I have been analysing recent officially released documentation from the MoD and accounted for at least 1369 different



registrations allocated to TUL Land Rovers under eight different NATO Stock Numbers. I am still researching, so there could be more. If we presume Shaun's totals to be correct, six out of seven Wolves were TUM 110s and only one in seven a TUL 90.

One might question why the MoD chose two different wheelbase/payload vehicles when only 15 per cent of the total were required in shorter variant, but the answer to this is pretty much the same as why FVRDE and Land Rover developed the Series IIA Lightweight in the 1960s. A long wheelbase Land Rover effectively meets the needs of the vast majority of military users, but rapid response forces like the Paratrooper (and later Airmobile) and Commando formations require a large proportion of more compact vehicles to suit the restricted airborne and amphibious operations loading envelopes. Hence the specialist Airdropable and Winterised & Waterproofed sub-variants of the Wolf 90 TUL.

In 1989 work commenced on the BOWMAN communications package currently used by UK Forces, but changes in requirements and rapid advances in secure communications technology would see this replacement for the CLANSMAN family of radios evolve drastically. Whereas in the past a large battery box in the rear compartment with a bank of simple radios mounted on a rack above sufficed, these days a workstation of computerised equipment in a sturdy frame taking up two thirds of the rear is required.

Not only is the weight of two operators plus

1: All TUL and TUM Defenders cabs still in service have been retrofitted with FROPS (Front Roll Over Protection System)

2 & 3: This TUL FFR was being used for general liaison duties at the railhead during Exercise TRACTABLE in March

a full BOWMAN suite in the back of a Land Rover well above the 500kg payload of the TUL, but the room taken up by the kit exceeds the internal length of the short wheelbase Wolf variant. It was logical that the Wolf 90 would fall out of favour once the new comms package went into widespread use. However not every military user needs a full BOWMAN suite and indeed for some light utility roles no communications are needed in the vehicle, so some of the TUL batch are still in use with conventional formations.

The Wolf 90 (LS66AA) was at the head of a column of Royal Engineers vehicles lined up at the Ludgershall Mounting Centre prior to the





- 1: Interior of pre-Wolf Ninety FFR had space for two operators plus radios
- 2: Although this is a Wolf 110 TUM the FROPS cab cage is identical
- 3: The Royal Marines use Winterised and Waterproofed TUL [HS] variants

WHY JUST ONE IN SEVEN?

AROUND A decade ago a Mechanised Infantry Battalion equipped with the FV 432 Mk.3 Bulldog numbered just over 150 vehicles, of which two thirds were tracked armour and one third were wheeled vehicles. Of the latter, Wolf Land Rovers numbered fourteen, with twelve being TUM and two being TUL. Eight of the former, in pairs and all FFR, or Fitted For Radio configuration, could be found in the headquarters of each of the three Mechanised Infantry Companies plus the Support Company, with the remaining six belonging to the Headquarters Company.

Both TUL Land Rovers were FFR models and one of these could be found with the HQ element of Headquarters Company. The second TUL belonged to the Motor Transport Platoon, which was otherwise equipped with eight tonne trucks. The four remaining TUM Wolves were a GS, or General Service, variant assigned to the HQ element, an FFR assigned to the Signals Platoon, and an FFR as well as a GS, assigned to the REME Light Aid Detachment. This Land Rover breakdown was generally mirrored in other conventional battalions too.



first major road move of Exercise TRACTABLE. It had BOWMAN antennae on the front wings but, unlike many of the Wolf 110 TUM vehicles used in the FFR role on the exercise it only had a basic radio setup. It has clearly led an interesting life with KFOR (Kosovo) and Operation TELIC (Iraq) markings signifying war zone service.

The second TUL FFR (LR99AA), was being used for general liaison duties at the railhead during Exercise TRACTABLE and was not fitted with either radios or antennae.

The markings in the windscreen are for 77 Headquarters Squadron of 27 Theatre Logistic Regiment RLC (Royal Logistics Corps) of 101 Logistic Brigade; part of the Reaction Force under the new Army 2020 structure, this regiment provides fuel, supply transportation and tank transporters.

Although the bulk of the Wolf 90 and 110 TUL/TUM fleet was manufactured by Land Rover by the end of 1998 and delivered to the customer, as the MoD asked the company to compress the production period from five



years to two, the Winterised & Waterproofed variants were not handed over until August 1999. These vehicles, of which TUL Soft Top PD67AA is one, were modified on the production line to be speedily rigged by Commandos for deep wading during amphibious operations and deployments.

So far I have identified around 150 'Winter Waters', of which about one third were FFR Hard Tops and the rest GS (General Service or Cargo) Soft Tops.

Over the last 18 years – the first TUL (HS) batch appears to have been delivered on 25th March 1997 – these vehicles have required little in the way of upgrades.

Two areas where the original has needed some work, however, concerned reduction of noise levels for the occupants and increased roll-over protection in the cab area.

The first was addressed by soundproofing, and the second by fitting tubular struts from the front door posts over the doors to the main roll frame, with a horizontal tube between these above the windscreen.



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~ A TALE OF FOUR ~ **RANGE ROVERS**

To the untrained eye, these Classics looked beyond salvation. But Tim Hammond knew better...

Story and Pictures: Tim Hammond







"Luckily he had a tank parked nearby – like you do"

There aren't many secrets in rural Norfolk. Everybody knows everybody else, and just over a year ago I'd heard rumours about some old Range Rovers abandoned in the corner of a field not far from where I live. As it happened they were kept on a property that belonged to an old school friend of my dad's, but it was nearly a year before we approached him to have a look at his fabled Range Rovers. I had no idea what models they were. I expected to find some heavily off-roaded four-door wrecks, but how wrong was I.

On a sunny winter's day, my brother Liam, fellow Range Rover fanatic Rob and I went to investigate. We'd been told that the Rangies were overgrown with weeds so we loaded up my 1986 Range Rover with a chainsaw, loppers, hedge cutter, and some thick gloves!

When we arrived, it was as if we had gone back in time. The place was full of vintage ex-military Scammell Pioneers, old Minis, Capris, Escorts and Humbers – all of which in their own right were as interesting as the Range Rovers. But where were these cars? At first glance there was no sign of them.

Then I got my first glimpse of a Range Rover, hidden behind a huge bush, followed by another tucked away in some trees. We still couldn't see the third one though. After hacking our way through the undergrowth, I eventually spotted what looked like a headlight peering out from a dense patch of brambles. More hacking ensued and there it was – Range Rover number three!

All three were early two-doors – the rarest and most prized Range Rovers of all. I couldn't believe it! Although nature was rapidly claiming these vehicles back, we all knew they needed to be saved, before it was too late.



Rob and I took a closer look at the Range Rovers. One was a 1973, Suffix C, with original gearbox and 3.5 V8, but it had been bobtailed for off-roading. Its original Sahara Dust paintwork had disappeared under a poorly applied layer of matt black. It was in a very poor state, but I reckoned I could use it as the donor for the other two.

The second was a 1971 (Suffix A) model in Bahama Gold, which was very original, with its original V8 engine. It was low mileage and the most viable for restoration.

Right:
2.4 VM diesel
was probably
the only thing
holding the 1972
Range Rover
together



The third Range Rover, once we had uncovered it from the brambles, was a 1972 Suffix A in Lincoln Green. It was very rotten, and had been converted to a diesel, with a 2.4 VM engine from a later four-door. This one had sunk into the soft ground up to its axles.

I struck a deal with the owner and was now the proud owner of all three Range Rovers. There was just the little matter of getting them home. I knew that recovering them was going to be an adventure in itself, so I enlisted the help of my dad, Nigel, driving Mum's winch-equipped Defender 110. And just in case that wasn't enough pulling power, my mate Dave brought along his tractor. I drove my four-door Classic, towing a trailer.

There had been a lot of rain and the field was more or less a swamp. We struggled to remove them, even with the tractor, and the fact we had to get round and between so many of the other old cars and lorries didn't help matters. It took the three of us two days to recover them, with the sunken 1972 model putting up the biggest fight. Its transfer box had seized solid, so we had to lie in the mud to remove all the half shafts to get it to roll free.

Dave was not impressed. He reckoned all three were beyond restoration and couldn't understand why I was bothering to try and save them. I reassured him, saying it would be worth it in the end, but he wasn't convinced.

We trailered the Range Rovers back the short distance to my parents' house, where we lined them up at the bottom of the garden. The 1971 and 1973 rolled easily off the trailer, but as we inched the 1972 down the ramps the body totally collapsed. Despite this, I was confident I'd made the right decision.

The Range Rover Classic has been my favourite vehicle since I was about five-years-



old. My earliest memory is of a 1971 J-reg two-door in Lincoln Green that was always parked by my school. Little did I know that 15 years later I'd end up owning that particular car!

My first Range Rover was a 1989 model with a 200Tdi engine under the bonnet. I bought that when I was 17, but later sold it to buy that 1971 two-door. Since then I have owned six Classics and a few Series Land Rovers. My current daily drives are a 1986 four-door, a 1992 Vogue SE and a 1969 Series IIA 109. Many of the others are project cars.

Back to the Range Rover rescue. A decision had to be made on what I'd keep and what had to go. I decided to keep the Bahama Gold 1971 Suffix A, as it was the most original, even though I knew it would be a huge project with the inner steel body shell badly rusted. I would then use the 1973 bobtail for parts and sell the green 1972. But as that decision was made, I heard about another two-door, in another farmer's field...

I went to have a look, and couldn't believe my luck – it was a very early Suffix B model in good condition. It looked rough from the outside, having been hand-painted green at

some stage, but the inner steel body frame was in remarkable condition. I knew I had to have it, but how would I afford it?

In the end, to fund the purchase of that one, I decided to sell both the Green 1972 and Bahama Gold 1971, which are now under restoration with their new owners. The bobtailed 1973 was broken up for parts, so nothing went to waste.

Recovering my latest two-door turned out to be just as difficult as the other three. Liam and I got both our Land Rovers stuck trying to tow out the Range Rover. Luckily the owner had a tank parked up in the corner of the field (like you do!). He said it hadn't run for a number of years, but he climbed in and she fired up straight away. It made short work of recovering the Land Rovers we'd got stuck, as well as the Range Rover that hadn't moved for 15 years. So now I have this 1972 Suffix B, which is nice and original – and solid. I'm now setting about restoring it.

Range Rover Classics went out of production 20 years ago, so those left need saving, either for restoration or parts for enthusiasts. I have found over 30 of them in the past few years. Some have become a source for spares, but most have been saved for restoration. It started as a hobby, but I've ended up turning it into a business, sourcing parts for enthusiasts. I now have sheds and barns full of parts – everything from engines to interiors and original nuts and bolts.

It's not just Range Rovers. There are still plenty of old Land Rovers to be found out there, whether tucked away in the corner of barns, abandoned in the countryside or even in suburban garages and gardens. Who knows? There may well even be one or two in a field near you!

CLASSIC PARTS

WRITER TIM Hammond (pictured left with canine helper, Patch) supplies rare and hard-to-source parts for Range Rover Classic enthusiasts. He says:

"I have a huge and ever-growing collection of Range Rover Classic parts, including interiors, body panels, engines, gearboxes, and much more. These are sourced from vehicles beyond salvation. I never scrap Range Rovers when restoration is possible! Please feel free to get in touch either via phone or email..."

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Story and Pictures: Patrick Cruywagen

FIELDS OF BATTLE

We join a 4x4 tour operator to experience the seldom seen views of the Arras battlefield



It's a grim Sunday morning but nowhere near as grim as the fate suffered by Corporal Alf Razell during the advance of the 8th and 9th Royal Fusiliers on May 03 1917. We are standing at the exact spot where he was taken POW. That was probably the nicest thing to happen to him during the attack. We all huddle in closely for warmth around our Battlefieldsby4x4 guide Nigel Stevens. The rain and wind are trying their best to force us back into the comfort and heated seats of our Land Rovers. Nigel begins to tell us what happened to Alf and his small party of Fusiliers on that fateful day.

Upon reaching the outskirts of Pelves they found themselves cut-off from the rest of the attack, little did they know that they were right in the midst of the German defensive positions. While digging in, a cluster of stick grenades fell amongst them and wreaked havoc, instantly killing several of them. One by one the rest of Alf's troops were picked off until only he remained, he took shelter in a shell hole, where he lay amongst his dead comrades.

The long night came, eventually day replaced it, accompanied by a German digging party. They searched the British bodies for cigarettes. Much to their surprise Alf jumped up with his hands in the air, he was led away to a manned German trench about 50 yards away. As he stepped in the trench a familiar voice greeted him. "Hello Razz, am I glad to see you." It was Bill Hubbard, one of his mates, lying on the trench floor. He had been injured when the cluster of stick grenades fell between and he had been on the trench floor for a few days. The heartless Germans had refused to help him. There was a massive hole in his back and his intestines hung out of it. There was earth and chalk in the wound and Alf tried to play down the seriousness of the wound to his friend. He used what he had to patch up poor old Bill.

Two days later the Germans were relieved and they ordered Razz to carry the bigger and heavier Bill away from the frontline with them. The craters made it almost impossible for Alf while the pain made it unbearable for Bill. He begged Alf to put him down and leave him there. Razz found a shell hole and did just that but promised Bill



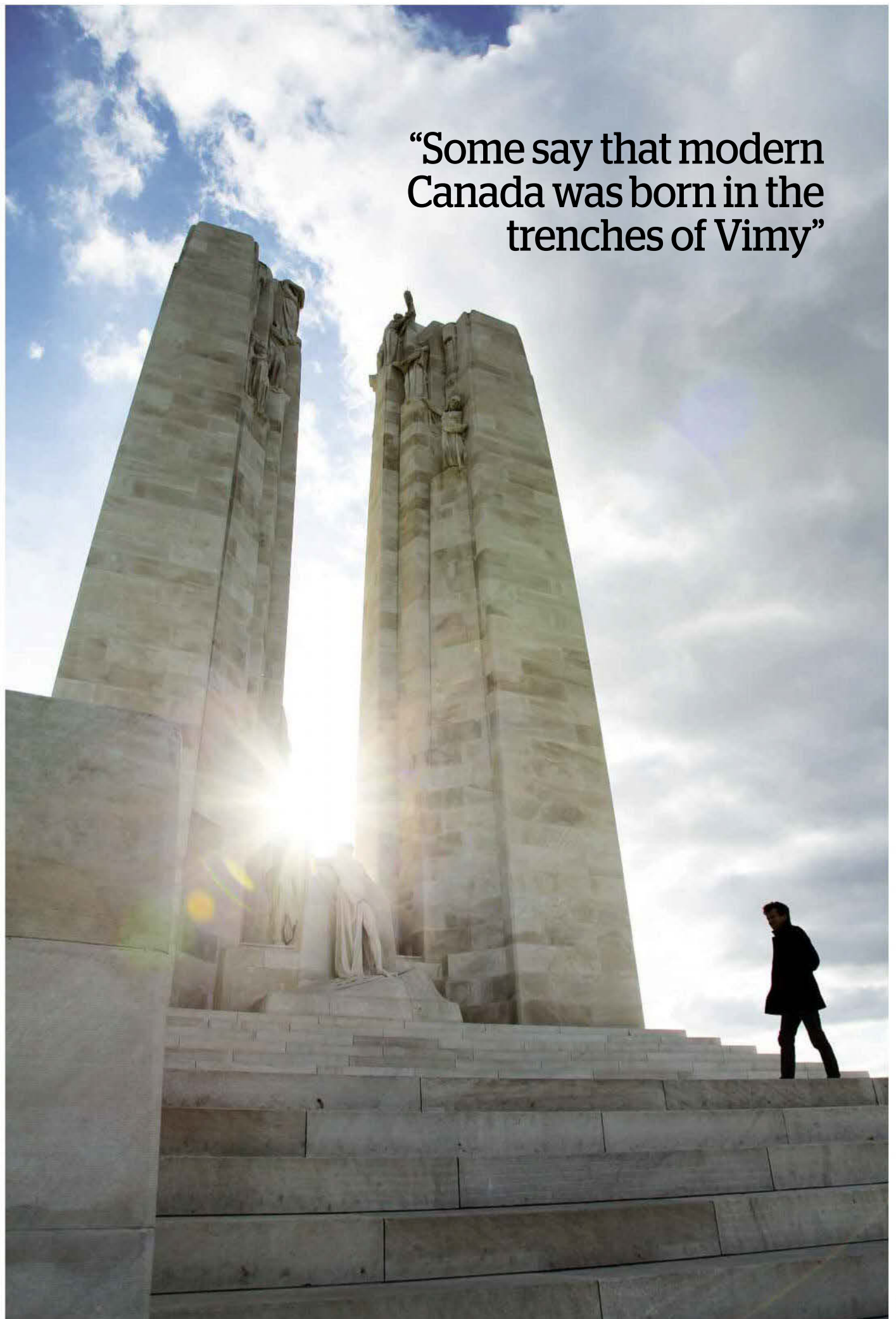
that he would come back for him. He later tried to convince some German stretcher bearers he met that they should help him fetch Bill, but they refused.

Alf says that not a day goes by that he does not think of Bill. As Nigel told this part of the story he was in tears, so was I. The rain and cold did not matter anymore. They seemed irrelevant. As I looked around I saw that we were not the only ones moved to tears by this story. When I got back to the UK at the end of the tour I read *Cheerful Sacrifice – The Battle of Arras 1917* by Jonathan Nicholls, it gives a detailed account of the story of Alf and Bill. My favourite part of the book is the black and white photos found on pages 148 and 149. One of these is a close-up of Alf's hand, it was taken May 3 1984 when he returned to the spot we're now standing. In the picture he is holding a cross in his hand and on it he wrote: "In memory of my dear pal Bill Hubbard." He says that he did this to put his mind at rest.

No one in our party says a word as we climb back into our Land Rovers. I notice a pile of ammunition lying next to the path and not far away from my Range Rover Vogue is parked. The local farmer must've found them while ploughing his fields. Ironically one of them is an unexploded stick grenade. It has been spray-painted neon



“Some say that modern
Canada was born in the
trenches of Vimy”





green by local explosive experts as it needs to be destroyed. Maybe this was one of the cluster of stick grenades that was thrown amongst Alf and his brave group from the 8th Royal Fusiliers?

We will never know but what I do know is that men like Alf made it possible for you and I to enjoy the freedoms that we do today. This my friends is why the Battle of Arras tour that I did with Battlefieldsby4x4 is one of the best 4x4 trips I have ever done. There were no rocky mountain passes to climb or incredible views over lakes or glaciers, but that did not matter. This was about something more important than that. It was about the poor people who never came home and paid the ultimate price and today lie buried near to the place where they fell. One of the best places to get a scale of the amount of people, who did just that, is by driving along the old Western Front.

When I was a student at the Military Academy of South Africa, I dreamt of visiting the European battlefields of the World War I and II to get a better understanding of what really happened. The Somme and beaches of Normandy seemed a million miles away and I would have to watch movies like Saving Private Ryan to satisfy my yearning for battlefield reality. Now that I have moved to the UK all of that has changed of course. I first met Carl Liversage and Nick Gage from Battlefieldsby4x4 at the recent Donington 4x4 show where we made arrangements for me to join their Arras 1917 tour. To get from where I live in Bedfordshire to Arras took less than five hours, this included the channel crossing by train.

I was travelling in a black Range Rover Vogue SE, which as you can imagine is not the smallest vehicle to squeeze onto the channel train, but we just fitted in with the other standard cars. I did cheat by using the kerb

“As Nigel told this part of the story he was in tears, so was I”





Right:
Any Land
Rover will
comfortably
complete one
of these tours

cameras. They are also useful when you have to go through tolls and you want to get really close to the ticket box without damaging the shiny 21" Delta Winged Diamond Turned Wheels on the kerb. Most Battlefieldsby4x4 tours are two half-days and one full day, so they start on a Friday afternoon and finish again at lunchtime on the Sunday. You could get back to work by the Monday if you have to.

There are two types of accommodation types on offer on these tours, camping or a hotel. We were on the latter tour and found ourselves in the centrally located Hotel Ibis. From here it's a short walk to the cities two ancient market squares, the Grand Place and the smaller Petite Place, referred to by the locals as the Place de Heros. The eye-catching Flemish-style architecture found around the two squares definitely makes a stroll around them a memorable affair. My favourite building was without a doubt the town hall known as the Hotel de Ville, which is located on the Petite Place. You cannot miss this UNESCO World Heritage Gothic-inspired listed building. During the First World War the Hotel de Ville was completely destroyed and flattened. Fortunately for us it was rebuilt afterwards so we were able to enjoy its majestic splendor.

I don't want to spoil it for those planning on going, but please allow to me share with you a few of my personal highlights and hopefully these, plus the moving story of poor old Bill Hubbard, will inspire you to sign up for one of the Battlefieldsby4x4 tours.

While the tour officially begins at the Arras Memorial we went to the offices of the Commonwealth War Graves Commission (CWGC) beforehand for an exclusive insight into the great work that they do. Two of our hosts, Carl and Nigel, work for the commission, this makes them the perfect people to take clients on 4x4 battlefield tours. Plus they share a passion for off-roading.



Just opposite the reception stands a large map of France. Each CWGC cemetery is indicated with a blue dot and as you look at the map the Western Front is easily identifiable by the masses of blue dots that run from the Belgian coast all the way to the Swiss border. The area around the city of Arras has more blue dots than anywhere else on the map. Sadly this can only mean one thing. The Battle of Arras, which raged from April 9 to May 16 1917, had a much higher daily death toll than the Battle of the Somme, fought less than a year before.

The battle took place on a front no wider than 24 miles and before the first British, Canadian, New Zealand, Newfoundland and Australian troops went over the top on the morning of April 9, there was the little matter of the preliminary bombardment, a period in which 2,689,000 shells rained down on the German defenses. To give this number some sort of perspective, it's over a million shells more than they had used during the Battle of the Somme. This also explains why even today, we were still finding hundreds of old shells next to the track we were driving along. In fact, each year someone is killed along the Western Front from an unexploded bomb that has decided to explode.

After leaving Arras for the first time we headed north. The plan was to approach the infamous Vimy Ridge from the west, just like the Canadians did on the morning of Easter Monday in 1917. Unlike them we did not have ten inches of snow to contend with. The broader plan of this Easter offensive was to try and bring about a speedy end to a war that had pretty much reached a stalemate. Initially this seemed a real possibility as four divisions of the Canadian Corps, who had never fought together before, managed to capture the strategically important ridge. They suffered great losses in the process and when we saw the impossibly steep and exposed ridges they had





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JOIN THE *LRM* Battle of the Somme Centenary Tour in association with BattlefieldsBy4x4 to be held from 17 till 19 June 2016. This very special tour is held over three days (one full and two half days) nearly one hundred years after the Battle of the Somme took place. The cost for this special exclusive LRM tour is £399 and includes your vehicle, driver and one passenger. A four course meal, all camping fees, museum visits etc. For more information or to book this 'not to be missed tour' see www.battlefieldsby4x4.com/lrm.



Top and middle:
Most of the lanes were dry and hard but we did encounter one very muddy one that caused a nervous moment or two

to move up, we could see why. 11,285 Canadians lost their lives on French soil during this war. Some say that modern Canada was born in these trenches of Vimy.

To celebrate their victory they built the impressive Vimy Ridge National Historic Site of Canada at the spot place where they captured the ridge. The two white pylons can be seen from miles away and when standing at the memorial you get great views over the Pas-de-Calais coal basin. A young Canadian guide by the name of Oliver Parker took us on tour of the ridge, his chest seemed to swell each time he told us about how his countrymen captured the ridge. He also took us to see the intricate network of underground subways used by the Canadians, these were vital in keeping them safe when under bombardment. Some subways went under and towards the German defensive positions.

While the Canadians enjoyed some almost instant success, the same could not be set for their allies further down the line. The Germans knew that the enemy had been preparing for a massive attack and they withdrew to the Hindenburg Line, their new well-prepared defensive positions. We visited some of these, any small ridge in an area that is generally pretty flat, was of rather significant tactical importance. I could not believe how exposed the poor advancing soldiers must have been, this obviously explains the shocking casualty figures. This elastic defence tactic used by the Germans made life difficult for their enemy who now had to go looking for them.

Our second day on tour began with a visit to the Wellington Quarry in Arras. Before the battle commenced an incredible 24,000 soldiers were housed underneath the city in old chalk quarry tunnels for over a week. This was to help the attack achieve the all-important element of surprise. Some of the tunnels took the soldiers closer to the German positions. During our tour of the cavernous tunnels I could not believe that so many men lived here in the darkness for over a week before the battle. They showed us what typical quarters of officers and soldiers would have looked like. Now that we had seen the subways of Vimy and the chalk quarry, I realised that there was a whole underground war going on that most people, including myself, never knew about. I thought that all the action was happening in the trenches.

I could write a book about the many cemeteries we stopped at, each soldier, section, platoon, battalion, regiment and army had a separate story to tell. We ended



our second day with a stop at the Vis-En-Artois British Cemetery; here lay almost 900 identified casualties and almost 2500 casualties in total. We had half an hour to take a look around. I decided to walk up and down each of the many rows so no one would be left out. Sadly some of these fellows died only days before the war ended.

The official German losses for the battle are 85,000 though some historians argue that this figure might be as high as 120,000. The losses suffered by the Germans really hit home when we stop at the Maison Blanche Cemetery where 45,000 are buried.

Allow me to try and demonstrate the brutality of the battle by sharing some more figures. 10,000 non-German soldiers died on the first day alone. Then for the next two months 4000 non-Germans died a day. Places such as Roeux, Wancourt, Bullecourt and Monchy-le-Proeux were eventually taken but at a rather high cost.

You're probably thinking why I have not mentioned the Land Rovers? The truth is that the routes are not technical at all. You are crossing what is predominantly farmlands where a very brutal war once took place. Yes we did engage low range once or twice and I did use the Terrain Response in a muddy section, but no Land Rover model should have a problem with the route. The great thing about using a 4x4 for these tours is that you get to parts of the battlefields that the general public just doesn't see unless they love walking or mountain biking.

The three days left me with an incredible sadness. The chaps buried in the never-ending graves we saw were brothers, fathers, husbands and sons to people back home and they left irreplaceable holes in families. How could we ever forget that? My great hope is that future generations fully appreciate what they did. Fortunately for us Land Rover owners, we can get to places on the former First World War battlefields that other tourists can only dream of. This is thanks to the great efforts of the chaps from Battlefieldsby4x4. Now that I have come back I genuinely cannot wait to go back to France and learn some more about what once transpired on these now peaceful fields. I owe it to Bill, Alf and their mates.



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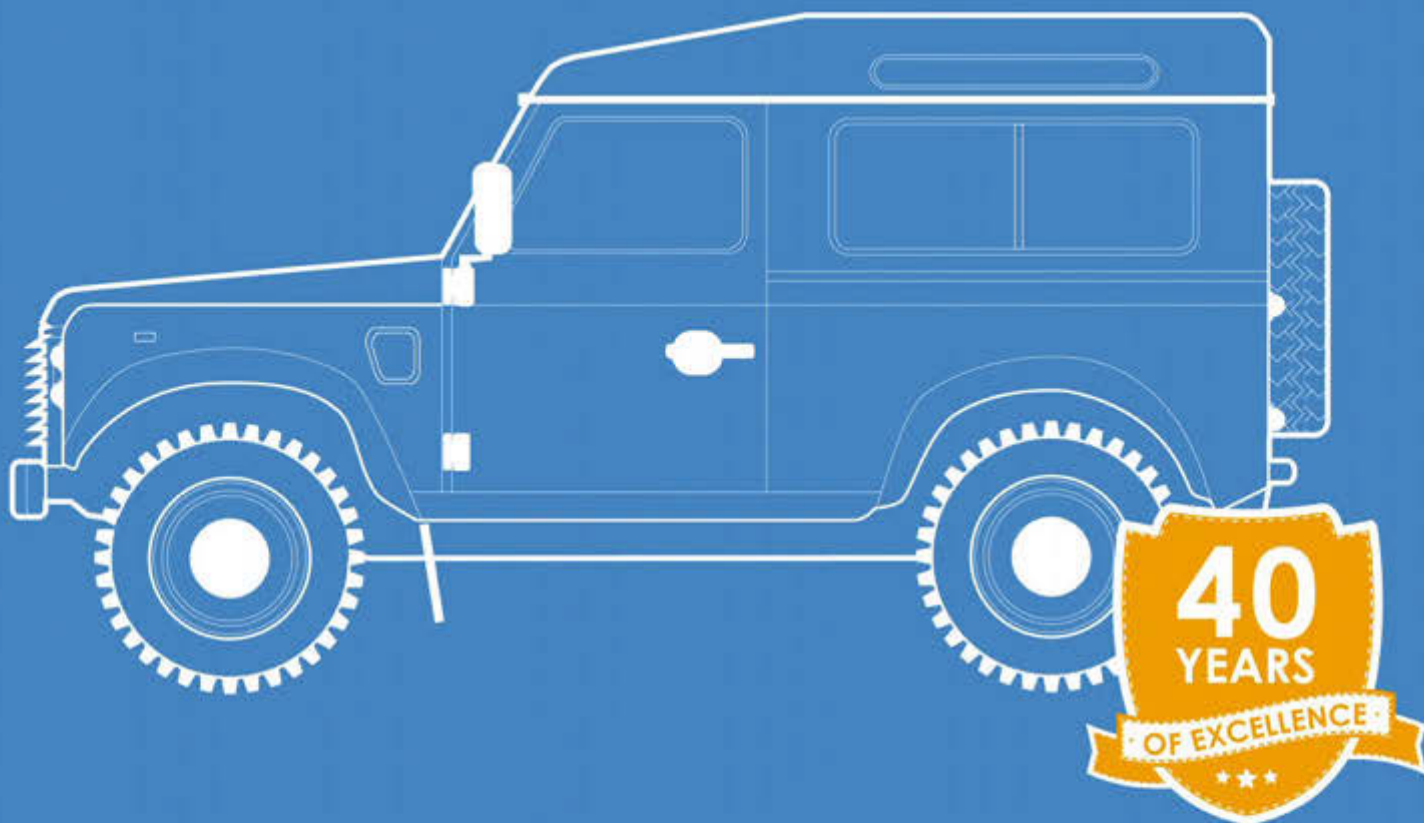


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UPCOMING EVENTS

WHAT'S ON THIS MONTH LAND ROVER DIARY

Dave Barker showcases the best gatherings to attend in your Land Rover

MAY 25 - 28

Goodwood Festival of Speed
Goodwood Motor Circuit,
Chichester
www.goodwood.com

MAY 27 - JUNE 1

4x4 Zone Tour
TransPolonia 4x4 Tour
www.4x4zone.co.uk

MAY 29 - 31

Greece - Rally Greece Offroad
West Macedonia Region
www.rallygreeceoffroad.gr

MAY 29 - 31

Belgium - 5th Goutte d'Huile
Chateau de Cherimont, Sclayn,
Belgium
www.irwb.xooit.be

MAY 29 - 31

Vintage & Nostalgia Show Weekend
Codford, Salisbury
www.vintagenostalgiashow.co.uk

MAY 30 - 31

Cornwall & Devon LRC
JTV/Tyro & RTV Trial
Horsebridge, Cornwall
www.cdllrc.com

MAY 30 - JUNE 7

Russia - Ladoga Trophy,
Challenge Event, St Petersburg
www.ladoga-trophy.ru

MAY 30

Cheshire Land Rover Club
Greelane Day
<https://cheshirelandroverclub.wordpress.com>

MAY 30

Yorkshire 4x4 Specialists
4x4 Tour Lake District, Cumbria
Tel: 01757 638479. www.yorkshire4x4specialists.com

MAY 30 - JUNE 7

Spain - Yorkshire 4x4 Specialists
4x4 Tour Pyrenees
Aragon & Navarra
Tel: 01757 638479. www.yorkshire4x4specialists.com

MAY 31

Land Rover Heritage Drive in Day at Eastnor Castle
The Deer Park,
Eastnor near Ledbury
www.eastnorcastle.com

MAY 31

Breckland Land Rover Club
Greenlaning
www.brecklandlrc.com

MAY 31

Ystradgynlais Overland Club & Mud and Dirt 4x4
Punch Hunt Challenge
Blue bell Woods, Worcester
www.yoc4x4events.com

MAY 31

Avalanche Adventure
Sunday Pay & Play Day
Sibbertoft, Market Harborough
www.avalancheadventure.co.uk

MAY 31

Frickley 4x4 Offroad Centre
Pay & Play Day
South Elmsall, South Yorkshire
www.frickley4x4.co.uk

MAY 31

David Mitchell's Landcraft 4x4
Snowdonia Adventure Plus Drive
Bala, North Wales
Tel: 07831 258864.
www.landcraft4x4.co.uk

MAY 31

John Morgan 4x4 Driving
4x4 Owners Day
Slindon Safari, West Sussex
www.4x4driving.co.uk

MAY 31

UK Landrover Events
East Yorkshire Tour

www.uklandroverevents.com

MAY 31

Yorkshire 4x4 Specialists
4x4 Tour Lake District
Cumbria
Tel: 01757 638479. www.yorkshire4x4specialists.com

JUNE 4 - 7

Germany - Abenteuer & Allrad adventure wheel
Off Road Exhibition
Bad Kissingen
www.abenteuer-allrad.de

JUNE 5 - 7

Czech Republic - 9th Annual Birmabright Weekend for all leaf sprung Land Rovers
Kutna Hora
www.facebook.com/BirmabrightWeekend

JUNE 5 - 7

USA - UOR - Unlimited Offroad Expo Show
Louisville, KY
www.unlimitedoffroadexpo.com

JUNE 5 - 11

Spain - Landtreks
Pyrenean Explorer 3 Frontier
Tour, France, Spain, Andorra
www.landtreks.com

JUNE 6 - 7

British Cross Country Championship
Comp Safari round 3
Forrest Estate, Scotland
www.marches4x4.com

JUNE 6 - 7

Northern Ireland Land Rover Club
Benone Weekend, Benone, NI
www.landrover-club.com

JUNE 6 - 7

Peak & Dukeries LRC
Tyro, CCV & RTV Trial
Eckington, Derbyshire
www.panddlrc.co.uk

JUNE 6 - 7

Southern Rover Owners Club
RTV, CCV & Tyro Trial
Wadhurst, East Sussex
www.sroc.co.uk

JUNE 6 - 7

BIRMABRIGHT WEEKEND

JUNE 5 - 7

The first weekend in June each year leaf-sprung Land Rover enthusiasts from all over Europe converge on Kutna Hora in the Czech Republic. This year sees the 9th Annual Birmabright Weekend with the campsite opening on Friday followed by a weekend of leaf-sprung Land Rovers, greenlaning trips, Czech beer, plus steam and diesel fumes of agricultural machinery and much more. To find out more go to the event's Facebook page.

Web: www.facebook.com/BirmabrightWeekend.



Charity Land Rover Run
Kent to Brugge
www.lrsoc.com

JUNE 6-7

**Ashcombe Summer
4x4 Scuffle 2015**
Ashcombe, Devon
<http://ashcombecottages.co.uk>

JUNE 6-7

Cotswold Motoring Festival
Stow
www.rrr.co.uk

JUNE 6

4x4 in the Forest, leisure drive
Cannock Chase, Staffordshire
Tel: 01889 586593. www.forestry.gov.uk/forestry/

JUNE 6

Yorkshire 4x4 Specialists
4x4 Tour White Peak
Tel: 01757 638479. www.yorkshire4x4specialists.com

JUNE 6

Rufforth Autojumble
Rufforth Park, near York
www.rufforthautojumble.com

JUNE 7

All Wheel Drive Club
Comp Safari
Minehead, Somerset
www.allwheeldriveclub.net

JUNE 7

Buchan Off Road Drivers Club
Club Event
Fraserburgh, Aberdeenshire
www.bordc.co.uk

JUNE 7

Cornwall & Devon LRC
CCV Trial
Ogwell, Newton Abbott
www.cdllrc.com

JUNE 7

Isle of Wight 4x4 Club
RTV & Modified Trial, Newport
www.iow4x4club.co.uk

JUNE 7

Muddy Millers 4x4 Club
www.muddymillers.net

JUNE 7

Nottingham Land Rover Club

DUNSFOLD WEEKEND **JUNE 13-14**



The Dunsfold Collection Open Weekend this year takes place on June 13-14 at the Springbok Estate, Dunsfold, Surrey. The weekend is an excellent opportunity to

see the entire Dunsfold collection of unique Land Rovers on display along with many other interesting vehicles that will be brought along to the weekend by Land Rover clubs and individuals. Land Rover Experience London will also be on site offering (subject to ground conditions) demonstration rides. There will also be a bar, food stalls and a hog roast on Saturday evening and Sunday lunchtime along with camping/caravanning on site. The Open Weekend kicks off at 09.00am onwards on Saturday and 09.00am to 16.30pm on Sunday. Further information and booking forms can be found on the website.

Web: www.dunsfoldcollection.co.uk/open-days

www.nottslrc.co.uk

JUNE 7

Shropshire off Road Club
CCV Trial
Halfway House, Shropshire
www.shropshireoffroadclub.com

JUNE 7

Solent and District LRC
Greenlane Trip
www.sadlrc.co.uk

JUNE 7

Wye & Welsh LRC
Tyro/CCV Trial
Taffs Well, Cardiff
www.wwlrc.co.uk

JUNE 7

Yorkshire Off Road Club
Trial, Catlow Fold, Lancs
www.yorkshireoffroadclub.net

JUNE 7

Bala 4x4
Pay & Play

Bala, North Wales
www.bala4x4.co.uk

JUNE 7

Muddy Bottom 4x4
Pay & Play Day
Minstead Manor Estate
www.muddybottom4x4.com

JUNE 7

Piccadilly Woods 4x4
4x4 Fun Day
Bonley, East Sussex
www.piccadillywood4x4.co.uk

JUNE 7

UK Landrover Events
Yorkshire Dales Tour
www.uklandroverevents.com

JUNE 7

Yorkshire 4x4 Specialists
4x4 Tour White Peak
Tel: 01757 638479. www.yorkshire4x4specialists.com

JUNE 7

Heritage Rally
Classic cars (20 years or older)
Heritage Motors Centre, Gaydon
www.heritage-motor-centre.co.uk

JUNE 8-22

Morocco - Waypoint Tours
High Atlas & Sahara 4x4
Guided Tour
www.waypoint-tours.com

JUNE 12-14

Cholmondeley Pageant of Power Cholmondeley Castle
Malpas, Cheshire
www.pageantofpower.com

JUNE 12-14

East Anglia Off Road Show
CITB, Bircham Newton, Norfolk
www.brecklandlrc.com

JUNE 13

Loughborough Land Rover Club
Lanning
www.loughboroughlrc.co.uk

JUNE 13

UK Landrover Events
Durham Dales Tour
www.uklandroverevents.com

JUNE 13

Yorkshire 4x4 Specialists
4x4 Tour Westmoorland
Tel: 01757 638479. www.yorkshire4x4specialists.com

JUNE 13-14

The Dunsfold Collection Open Weekend
Springbok Estate, Dunsfold
www.dunsfoldcollection.co.uk/open-days

JUNE 13-14

Midland Rover Owners Club
RTV & CCV Trial, camping weekend, Cleeve Hill
www.mroc.co.uk

JUNE 13-14

North Somerset Land Rover Club
Laning Trip, North Wales
www.nslrc.org

JUNE 13-14

Pennine Land Rover Club



HELP FOR HEROES AT THE 4X4 AUTOJUMBLE **JUNE 13**

The Surrey Capel 4x4 Land Rover Autojumble is a well-established yearly event, aimed at 4x4 clubs, traders and private sellers and buyers who want to seek out a bargain. You can expect large and small trade and autojumble stands, including garage clear-outs. All money raised from the event goes directly to Help for Heroes in support of wounded soldiers. The event is held in the village of Capel, near Dorking, Surrey. Clubs are welcome to use the event for social gathering and can camp on site free on Saturday night. In addition, there is an off-road course. For further details check the event's website or call.

Web: www.sussex4heroes.com/surrey-capel-4x4-autojumble-2015
Tel: 0777646933 / 01306 711687

JUNE 27 - 28 GAYDON LAND ROVER SHOW RETURNS

The weekend of June 27-28 sees the long-awaited return of the Heritage Land Rover Show which will take place in the grounds of the Heritage Motor Centre at Gaydon. Running from 09.00am to 17.00pm on both days with entry fee £8 in advance or £12 on the day plus camping being made available from 16.00pm on Friday (last entry 21.00pm). The Heritage Land Rover Show will attract a host of clubs and trade plus vehicle displays and attractions. And if the Land Rovers are not enough for you, then the Heritage Motor Centre museum will also be open with its exhibits of the British motoring history. Full details and online booking can be found on the centre's website.

Web: www.heritage-motor-centre.co.uk



CCV & RTV Trial
Catlow, Lancs
www.penninelandrover.co.uk

JUNE 13-14
Scotia Winch Challenge Club
Scotia Winch Challenge
Griffin Forest, Aberfeldy
www.scotiawinchcc.org.uk/

JUNE 13-14
Suffolk Land Rover Club
Training and Driving Day
Newbourne, Suffolk
www.slroc.co.uk

JUNE 13-14
Yorkshire Land Rover Owners Club
Camping & RTV Trial
Robin Hoods Bay, North Yorks
www.ylroc.co.uk

JUNE 13-14
Switzerland - Land Rovers of Switzerland
Weekend meeting for SI
Land Rovers, Sarine, Switzerland
www.lros.ch

JUNE 13-25
Help for Heroes
4x4 European Rally
www.h4hrally.co.uk

JUNE 14
All Wheel Drive Club
Trial, Cross Ash, Abergaveney
www.allwheeldriveclub.net

JUNE 14

Anglian Landrover Club
Tyro Trial & Drive Round
Hogmore
www.anglianlrc.co.uk

JUNE 14
Chilton Vale LRC
Trial Mile Tree Farm
www.cvllrc.co.uk

JUNE 14
Cornish Leaf and Coil Club
Challenge, Fraddon, Cornwall
<http://clcc.co.uk>

JUNE 14
Dorset Land Rover Club
Ladies Day
<http://dorstetrover.co.uk>

JUNE 14
Lincolnshire LRC
RTV Trial, North Ormsby, Lincs
www.llrc.co.uk

JUNE 14
North Wales Land Rover Club
Comp Safari, Babell, Flintshire
www.nwllrc.co.uk

JUNE 14
Somerset & Wiltshire LRC
CCV / RTV Trial
Charlton Mackrall, Somerset
www.somersetandwiltshirelrc.co.uk

JUNE 14
Staffordshire and Shropshire LRC
Comp Safari, Babell,

Holywell, North Wales
www.sasllrc.co.uk

JUNE 14
Thames Valley 4x4 Club
Pay & Play Day
Mannington, Ringwood
www.tv4x4.co.uk

JUNE 14
Viking Four Wheel Drive Club
Odyssey Battery Winch Challenge
round 3, Lea Bridge, Matlock
www.viking4x4club.com

JUNE 14
Woolbridge Motor Club
4x4 Trial, North Bowood, Dorset
www.woolbridge.co.uk/4x4-trials.htm

JUNE 14
4x4 Without a Club
4x4 day, Harbour Hill,
Aldermaston
www.4x4-withoutaclub.co.uk

JUNE 14
David Mitchell's Landcraft 4x4
Snowdonia Adventure Drive
Bala, North Wales
Tel: 07831 258864. www.landcraft4x4.co.uk

JUNE 14
Devils Pit
Pay & Play Day
Barton-le-Clay, Bedfordshire
www.devilspit.co.uk

JUNE 14
John Morgan 4x4 Driving
4x4 Owners Day
Boxgrove Quarry, West Sussex
www.4x4driving.co.uk

JUNE 14
Yorkshire 4x4 Specialists
4x4 Tour Westmoorland
Tel: 01757 638479. www.yorkshire4x4specialists.com

JUNE 14
Surrey Capel 4x4 Auto Jumble Sale
Capel near Dorking, Surrey
www.sussex4heroes.com/surrey-capel-4x4-autojumble-2015

JUNE 14
Raby Castle Classic Vehicle Show
Rady Castle, Staindrop, Co Durham
www.markwoodwardclassicevents.com

JUNE 16
UK Landrover Events
North Yorkshire Moors Tour
www.uklandroverevents.com

JUNE 17-23
Spain - Landtreks
Pyrenean Explorer 3 Frontier
Tour, France, Spain, Andorra
www.landtreks.com

JUNE 19-21
Nottingham Land Rover Club
Off-road Weekend
Peartree Farm, Notts

www.nottslrc.co.uk

JUNE 19-21
Warwickshire & West Midlands Land Rover Club
Club event
Clevehill, Gloucestershire
www.wmlrc.com

JUNE 19-22
USA - Nevada Trophy
Navigational Rally Raid
Adventure
www.offroadexperience.com

JUNE 20-21
Malvern Land Rover Show & 4x4 Spares Weekend
Three Counties Showground,
Malvern
www.4x4sparesday.co.uk

JUNE 20-21
Buchan Off Road Drivers Club
CCV Trial & drive round
Lumsden, Aberdeenshire
www.bordc.co.uk

JUNE 20-21
Cornwall & Devon LRC
Set-up weekend and marshal
training, Newnham, Plymouth
www.cdllrc.com

JUNE 20-21
Lincolnshire LRC
Club Event
Brooklesby, Lincs
www.llrc.co.uk

JUNE 20-21
Peak & Dukeries LRC
Comp Safari, CCV & RTV Trial
Newton Lodge, Melbourne
www.panddlrc.co.uk

JUNE 20-21
Southern Rover Owners Club
RTV, CCV & Tyro Trial
Broadoak
www.srocc.co.uk

JUNE 20-21
Staffordshire and Shropshire LRC
Family games and CCV Trial
Hawkstone Park, Shropshire
www.sasllrc.co.uk

JUNE 20-21
Woodvale Rally Transport Festival
Victoria Park, Southport
www.woodvalerally.com

JUNE 20
Northern Ireland LR Club
SAE event
www.landrover-club.com

JUNE 20
Dusk to Dawn greenlane trip
Cheddar to Bare Regis
www.sadllrc.co.uk

JUNE 20
Kielder 4x4 Safari
4x4 safari drive through the
forest Kielder, Northumberland
www.kielder4x4safari.co.uk

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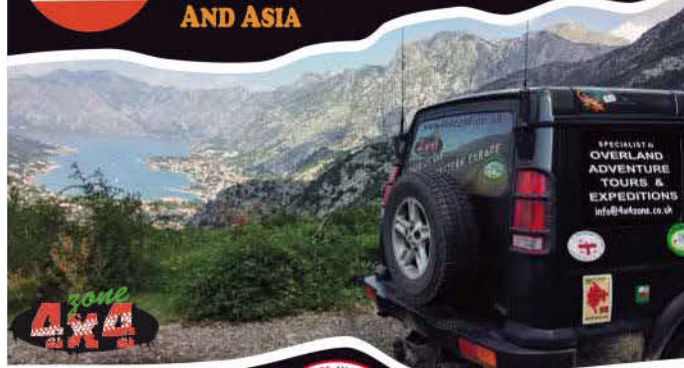
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THE KINDEST CUT

Steve replaces the Lightweight's rear chassis



It's quite a daunting task, wielding an angle grinder in readiness to cut your own Land Rover in half. Well, not completely in half, but the rear chassis section of the Lightweight anyway. I shouldn't have worried as it wasn't actually me wielding the grinder, but my old mate Pete. This kind of surgery is something he is more than used to doing in his day job, and he takes it in his stride.

He did however warn me that it ain't going to be pretty. We had removed a lot of the necessary parts the last weekend we were working on it, but we still needed to detach the axle by removing the rear wheels, undoing the rear spring hangers, removing the old shock absorbers and the canvas axle straps. We left the brake pipes connected, as they were still attached to the axle. We could then raise the rear of the vehicle away. Leaving the axle connected at the front spring hanger end would benefit us later with alignment issues when fitting the new chassis section.

In order to gain access to the underneath of the Lightweight, we had to

grab what was available from around farmer David's yard; we used a number of spare wheels and tyres to prop the vehicle up so that the rear half was poking up in the air.

If you're a health and safety officer, wearing your high-vis jacket, a hard hat and holding onto your clipboard, please look away now. We had to be resourceful – no fancy ramps available here. Having said that, we made doubly sure that the Lightweight was safe and secure before venturing underneath it.

Having looked at the newly-purchased half chassis repair section, and with a quick measure-up, it was safe to start the cutting of the old chassis.

While Pete was cutting away, I made a start on cleaning up the two fuel tanks and giving them a coat of chassis black. After a few obscenities coming from under the Lightweight, it wasn't too long before Pete was calling me over to grab hold of what was left of the old rear crossmember. I supported the weight before he cut through the final section. I could then drag the whole section backwards. I think the images speak for themselves – and they certainly show the extent of the rot.

Replacing the half-chassis was the opposite to the removal. We offered up the new section to the old, taking great care to ensure everything was aligned perfectly, utilising some clamps to secure it, Pete could finally start the welding process.

By the end of the day, I was able to paint some red oxide onto the welded areas to protect it, in readiness for our next visit. More on that next time...

Meanwhile, my 300 Tdi Discovery has also had some much-needed attention of late. There have been a number of little things that have needed fixing for some time, as they were getting progressively worse, but more importantly, I knew it was due a cam belt.

The previous owner told me it had a new belt fitted 20,000 miles prior to me buying it, and with my miles added on, 50,000 in total, replacement was overdue.

The other problem emerged one dark, cold and wet evening when the handbrake decided to bind on. Every time I applied the brakes at slower speeds, there was a massive shudder through the transmission. It probably sounded worse than it was, but I had to lay at the side of the road and wind the adjuster on the



DAVE PHILLIPS
New sills for the Disco to pass its MoT



PATRICK CRUYWAGEN
An overdue service and a mis-matched coloured bumper... his choice!



TREVOR CUTHBERT
... goes back to the joys of Disco 2 Td5 ownership



STEVE MILLER
Replacement rear chassis for the Lightweight



“My timing belt had been extremely close to snapping”

handbrake drum off a bit. The drum was extremely hot and I had definitely made the right decision to fix it there and then. The only problem now was that I didn't have a handbrake that worked.

Also, over time, my clutch pedal kept on losing pressure, which was either the slave or master the cylinder seeping a little bit. Often if one's on its way out, the other will follow in quick succession so replacing both at the same time would be beneficial.

I had a weeks' holiday coming up where I wouldn't need the Disco so I drove it round to Pete's house and left it with him. He gave the Discovery a complete once-over for me but in turn sent me away with a large parts list.

Pete rang me after a couple of days to tell me how lucky I was – as he'd removed the timing belt cover he saw the state of the belt. It had been rubbing on the front of the timing cover and had been extremely close to snapping. From that, he concluded that the belt had perhaps seen many more miles than the fifty thousand that we knew about.

The later cam belt and tensioner kits have, I am told, a way of preventing the belt from 'walking', which is useful so one



STEVE MILLER
AD EXEC

300Tdi DISCOVERY

YEAR: 1997 MILEAGE: 180,400
ENGINE: 300Tdi
POWER: 111 BHP
TORQUE: 195 lb-ft MPG: 28

STAGE ONE V8

YEAR: 1982 MILEAGE: 89,000
ENGINE: 3.5 V8
POWER: 125 BHP
MPG: Don't make me cry

LIGHTWEIGHT

YEAR: 1983
MILEAGE: 49,000
ENGINE: 2.25
POWER: 77 BHP
MPG: TBC

of those has now been fitted. Pete replaced the clutch and master cylinders, a top radiator hose, which had almost rubbed through, the fan belt and fan belt pulley (the bearing was worn and gave off an annoying squeak).

A rubber donut on the prop shaft was also badly split so was duly replaced. The handbrake cable had seized up, hence my last problem, so a replacement was fitted.

With the Discovery all fixed, and my holiday a distant memory, it was coaxed back into the daily commute. However, the smile on my face was soon to change...

While sitting at a T junction waiting to turn left, all of a sudden my Discovery was crashed into from behind. I couldn't believe it. As I got out, a lady in a fairly new Nissan Qashqai got out of her car. She immediately said, "sorry, I didn't see you there, I was looking the other way".

The offside of the rear bumper on the Disco was dented and the lights smashed, the 'Crash qui' appeared to be damaged more though as she had caused significant damage to her front bumper, wing and bonnet. With an exchange of details, we were on our way to work. Now the fun part – dealing with insurance.

STOPPING THE ROT

Dave's Disco gets new sills to pass the MoT



With both my 1984 Ninety and 1993 Range Rover Classic (now sold) flying through their annual MoT tests, I had high hopes for the youngest member of my fleet, my 1996 Discovery 300Tdi. I should have known better.

I asked my mechanic mate Glen Laurie to put it through, fully expecting to get the vehicle back that evening with a fresh new ticket (and nothing more serious than a new number plate light to achieve that).

The good news was that the number plate light was fine. The bad news was that it had failed on account of some serious rust around the sills. This meant quite a bit of work was needed to get it through. There was also one advisory, for a front propshaft rubber donut that had started to split.

The rust wasn't easy to see: the big Terrafirma rock sliders and tree bars kept most of the damage out of view. But once you crawled under the vehicle and started poking a screwdriver around behind the sliders, the rust was apparent. And as it was close to seat belt mountings, it was a definite failure.

It came as a bit of a surprise to me, as I'd had rusty sills patched up and Waxoyled little more than two years ago. But I shouldn't have been surprised – patching up means leaving suspect metal in place and it was obvious the existing rust had spread.

Glen is a gifted welder, but to make his job easier, I ordered new inner and outer sill sections for both sides, from Britpart, along with a new propshaft donut. I've had one of them fail before and it's a noisy, uncomfortable experience.

It took Glen two days of cutting out rust and welding in new material to sort out the corrosion. I couldn't spend two days in the workshop with him, but he kindly took the photo you see on this page, with his phone camera. As you can see, he's good at his job.

I did, however, get a phone call from him. He reckoned that drilling holes in the old sills to accommodate the fixings for the rock sliders had probably speeded up the spread of the rust – so did I really want them put back on again? There was only one answer to that question – so at the end of day two I paid Glen for his honest toil and took charge of a Discovery that looked a lot sleeker with those sliders absent. I'm now debating whether to fit new plastic sill covers or leave the sills bare. If I choose the latter, at least I'll be able to spot and quickly deal with any future corrosion issues.

With another year of MoT'd motoring ahead, I must now find time to deal with a couple of other issues, including the rear A-frame bush, which is badly perished and needs replacing.

There's also the matter of the driver's seat, which collapsed recently while I was driving a bumpy Fenland road. One minute I was riding high, the next there was an audible 'boinggg' and I was sitting three inches lower. I must have eaten too many pies.

It's not uncomfortable, but I've lost that command driving position, for which all Land Rovers are legendary. Must get it sorted very soon...

Contact

Mobile mechanic Glen Laurie is based at Thrapston in East Northants. Contact him on 07710 781992.



DAVE PHILLIPS
EDITOR

NINETY

YEAR: 1984 MILEAGE: 163,000

ENGINE: 2.5 diesel

POWER: 68 bhp

TORQUE: 113 lb-ft MPG: 30

DISCOVERY 1

YEAR: 1996 MILEAGE: 140,000

ENGINE: 300Tdi turbodiesel

POWER: 111 bhp

TORQUE: 195 lb-ft MPG: 25



LRM'S FLEET

Every month, LRM staff and contributors share their real-life experiences with the Land Rovers they own...



DAVE PHILLIPS
EDITOR

1996 Discovery 300Tdi
1984 Ninety NA diesel



PATRICK CRUYWAGEN
FEATURES EDITOR

2001 Discovery 2 Td5



ED EVANS

TECHNICAL EDITOR

1976 Series III 88 soft top
2000 Freelander 1 L-series
2000 Defender 110 Td5
2006 Range Rover Sport TDV6



THOM WESTCOTT
CONTRIBUTOR

1977 SIII Lightweight



ROGER HICKS

JOURNALIST
1972 Series III

Patrick heads to his favourite garage



MISTER FASHIONISTA

I'm sorry but I don't have anything exciting to report this month though I did take my Discovery 2 for a slightly overdue 12,000-mile service at my local, Rogers of

Bedford. I probably could've done the service myself, but I had to replace the bumper and needed some professional help. In the process we turned my Discovery 2 into something rather unique looking. In fact, I would even go as far as saying that there is nothing like it. Read on to find out the how and why.

Neil Armstrong, the ace mechanic and owner of a Td5 Defender 110, would be doing the service and subsequent work on it.

It was good to get my Discovery on the ramp as this gave me the opportunity to see if I had done any damage on my recent laning adventure in Nottinghamshire. All seemed to be in order, though a rear axle bump stop had gone AWOL. The tailpipe of my exhaust looked as if it had seen better days too. I prodded and poked at it. A small hole started to appear, not big enough to fail a MoT, but big enough to annoy me.

Neil tells me that the Td5 engine loves fresh oil and so he drains the old engine oil before replacing it with new, clear oil. He then identifies a couple of leaks and sets about finding their source. These include the fuel pressure regulator and output shaft seals on the steering box. Neil was not overly stressed about it and was generally pretty pleased with what he saw. The time had come to replace the bumper. I roughly estimated that it would take us an hour to do it. How wrong was I? The biggest problem was getting the old, busted bumper off. Most of the fittings had seized up and were rusty. Also, some of the side bolts were not that easy to access. It took us the best part of two hours to get it off. Neil took his time

because he did not want to damage any of the bits we would need to install the new bumper. My secondhand replacement bumper was the wrong colour, but nothing that a lick of paint could not sort out.

Neil first prepared the area to receive the new bumper. New bolts and screws were found and copper grease applied. It took less than half the time to get the new bumper perfectly in place and secured, than it did to get the old one off. The more I looked at the black bumper with maroon finishes, the more I liked it. I know that most of your reading this must think I am nuts because how can you have a maroon bumper on a blue vehicle? But I would be able to straight away know which one was mine in a line-up of same-colour Discoverys. More amusing, it reminds me of the recently unveiled one-off Defender that was created for British designer Paul Smith.

Contact

Thank you to Neil Armstrong for the solid service and bumper replacement. If your Land Rover needs a service or specialist work then call Rogers of Bedford on 01234 348469 or see www.rogersofbedford.co.uk.



PATRICK CRUYWAGEN
FEATURES EDITOR

DISCOVERY 2 GS

YEAR: 2001 MILEAGE: 120 000
ENGINE: Td5 POWER: 136 bhp
TORQUE: 232 lb-ft MPG: 28



*Trevor goes back to
Disco 2 Td5 ownership*

NO FACE LIFT REQUIRED

I have owned several examples of the Land Rover Discovery 2 over the past ten years or so – they have come and gone for various reasons. One reason was when I broke my left foot, I put an automatic Td5 Discovery 2 on the road, so that I might stay mobile for the eight plus weeks that I was in plaster (with my insurance company's approval, of course). After a year I sold it – I really didn't like the characteristics of that particular automatic.

In March I sold my Discovery fitted with the 2.8-litre TGV engine for two reasons. One was to release some of the very significant investment that I had tied up, in a vehicle that was used infrequently. The other reason was that I fancied the idea of driving a modern Range Rover, now that they have become within reach of an ordinary guy like me. I duly bought a diesel (Td6) L322 from Frank at Jamison Land Rover Specialists in Co Antrim. It was a truly beautiful example with a service history that would make your eyes water! An HSE model, it wasn't quite top-of-the-range, but not far off it – it was very well-equipped indeed.

I drove the Range Rover for about a week. While it was the most comfortable and luxurious Land Rover I have ever owned, I soon decided that it just wasn't

me. I couldn't imagine having the Range Rover in the long term and I promptly advertised it for sale and was extremely fortunate to finish up just £100 short on the deal.


So I have gone back to a Discovery 2 Td5. It is one of the desirable 'Adventurer' special editions. It was owned all its life by a friend of the family, the Rev Jack Moore and he was very sorry to let it go. Although it is a pre-facelift model, it does have the superior 15P version of the Td5 engine. While there are a few things I want to do with the Discovery, I certainly won't be face-lifting it. I am more than happy with the original design. Also, I once owned a D2 that had been (badly)

converted and it was a bit of a dog's dinner. Things like the headlight levellers, washers and fog lights just did not work.

In my opinion all Discovery 2 models suffer from two built-in issues. One is a chassis that is made from the poorest, cheapest metal Land Rover ever handled. The second is that the sunroofs leak. The chassis in my brand-new-used Adventurer is not the worst I have ever seen; I am hopeful that it will pass the next MoT in October. By the time the following one comes around, I hope to have fitted a new heavy-duty chassis; it is the business I am in after all! Jack tells me that the sunroofs have been repaired. Whether that repair is up to the standards of BLRC remains to be seen – time will tell for sure.

Jack is a canny negotiator and he managed to extract the higher end of book value from me, for his cherished Discovery – and an agreement that he has first refusal, should I decide to sell it again. But I am very happy in the knowledge that I have an example of my choice in luxury off-road motoring that has been very well serviced and cared for.

Above. The Rev Jack Moore says goodbye to his Discovery 2 after 13 years of ownership, before it is trailed away to sunny Jordanstown



**TREVOR
CUTHBERT**
CONTRIBUTOR

DISCOVERY Td5

YEAR: 2002
MILEAGE: 94,500
POWER: 136 bhp
TORQUE 221 lb-ft
MPG: Not checked yet



LRM'S FLEET

Every month, *LRM* staff and contributors share their real-life experiences with the Land Rovers they own...



STEVE MILLER

ADVERTISING EXECUTIVE
1983 One Ten V8
1997 300Tdi Discovery 1
1982 Stage One V8



TREVOR CUTHBERT

CONTRIBUTOR

1960 Series II 88"

1983 One Ten HCPU*

1987 130 Double Cab HCPU

1988 Range Rover 4.0L automatic

1990 88" coil sprung V8 hybrid

1992 Defender 90 200 Tdi*

1993 Defender 110 Tipper

1993 Defender 130 Cherry Picker

1994 Defender 110 300 Tdi Soft Top

2003 Discovery 2 2.8L TGV automatic

2005 Defender 90 TD5 Hard Top



DAVE BARKER

CONTRIBUTOR

2004 Defender Td5

2009 Freelander 2

1958 Series I



RICHARD THOMAS

CONTRIBUTOR

1955 Series I

2004 Discovery 2



Thom has been breeding insects and rotting jacks

POND WATER

Before setting out on a jaunt across town, I check the oil and water levels and, finding them both wanting, head to the rear of the Lightweight to pull out the necessary replenishment fluids. A swarm of small but long-legged flies rise up around the spare wheel on the rear door. I wave them away and lean in to rummage for the canisters.

A few days later, unlocking the rear door to add to the ever-increasing pile of junk eventually destined for the dump, an almost identical array of insects rises up and flutters around me. The origin of the flies is perplexing. After motoring around North London and enjoying a fine meal, I bid my friends farewell and climb into the Lightweight. For the first time, I notice there is an unusual smell overpowering the usual Land Rover aroma of old oil and metal.

Kneeling on the seat with torch in hand, I inspect the interior, looking for the source of the smell. It is a filthy old washing-up bowl used for occasional engine-related drainage and, more recently, for storing important items, including bottle jacks and books.

"Oh no, not the jacks!" I mutter, distress mounting at the prospect of two of the most critical mechanical items in my possession being water damaged. The washing up bowl is lodged firmly in place, and can only be retrieved from the passenger side. As I carefully edge it out, trying not to spill any of the stagnant water on the seat, a cloud of those same fragile insects arise from the bowl.

I have actually been breeding some kind of revolting wildlife in the back of my Lightweight, in an impromptu pond. Worse still, I have no idea how for how long. [You were almost certainly breeding mosquitoes, or their smaller cousins, gnats – Ed.]

I pour the brown liquid out onto the roadside and sort through the damp remnants of my

'important items'. The bottle jacks are soaked and rusty, and the books, which include two extremely useful tomes – the Lightweight User Manual and a Guide to Edible Plants – are revoltingly slimy. Although certain they will dry solid, like glue, I cannot quite bring myself to throw them away.

Small unknown items bob around in a plastic bag with disintegrating Britpart labels that indicate they were once ordered for some specific purpose. I save anything that I think might dry out in some semblance of recognition and usefulness and sling the rest into a bin, along with books and maps which clearly cannot be saved.

Finally, I lay the jacks down, like corpses, on the floor of the passenger footwell and whisper a plea into the darkness that, once they have dried out and been liberally bathed in WD40, they may rise again to prise my Lightweight from the tarmac for wheel changes and other essential duties.



THOM WESTCOTT
CONTRIBUTOR

SIH LIGHTWEIGHT

YEAR: 1977 **MILEAGE:** Debatable, since the speedometer doesn't always work and I replaced the dial some years ago, inadvertently dropping several thousand miles off the clock. **ENGINE:** 2.25 **POWER:** Quite a bit **TORQUE:** Several lb-ft **MPG:** Vastly improved! 14 - 16 mpg is the optimum given in handbook, but I like to think I fare slightly better with the overdrive



SALVAGE SQUAD

Mark heads to the breakers to find Disco goodies

I think the world is finally beginning to wake up to the fact that early Discoverys won't be around for ever. Even basket-cases are starting to fetch the thick end of a grand on eBay and, while it may be that they're being snapped up by people who just want a cheap off-roader, I like to think that some enthusiasts are now looking to restore examples of Land Rover's most important model since the original Range Rover.

That suspicion was confirmed when a tatty G-registered, MoT-failure V8 – the lowest of the low – sold on eBay recently for pretty decent money. I was briefly tempted because it had a mint pair of pre-pro-style front seats, as found in G-WACs (anorak alert – the stitching is slightly different from that on production seats), but I couldn't justify the expense of buying it just for the seats. So I was pleased to hear on the G-WAC grapevine that it was bought by another G-WAC owner, and hopefully will have been saved for posterity.

My own G510 WAC is a restoration project but my daily driver is a white H-reg three-door, also found on eBay. It's

in remarkably good condition and I'm trying to improve it yet further – so when I was tipped off about another H-reg example in East Anglia that was about to go to the breakers, I headed straight off to see what I could salvage from it.

The owner of the Discovery was Paul Vince, whose main interest is Series I Landys; his farm workshop is stuffed full of all kinds of fascinating projects and rare parts. He agreed that for a nominal sum I could strip the H-reg of whatever I could get off it in an afternoon, so I spent a

happy few hours removing as much of the interior as possible. Among my prizes was an early factory-fit radio – usually junked by later owners for something more glitzy – and plenty of the Sonar Blue trim that will come in handy when I'm restoring G510 WAC.

My H-reg has the rarer Bahama Beige interior, and it's generally in good nick apart from a small tear on the driver's seat. So I was very pleased to find another Discovery on Paul's land, this time an early 300Tdi, with exactly the same type of fabric seats. I think the seat cushions are interchangeable, and since the passenger seat in the 300Tdi was in perfect condition, I added that to my pile of goodies.

Some weeks later, I was parked up in my white H-reg in a layby, enjoying a sandwich and the view of a setting sun, when a BMW screeched to a halt just in front of me. "That's a really nice-looking Discovery," said the driver. "Would you be interested in selling it?" Needless to say, I turned him down, while secretly feeling rather proud that someone else had viewed my Disco as an object of desire and not just another old shed. Early Discoverys: they're the future.



MARK DIXON
CONTRIBUTOR

DISCOVERY 1

YEAR: 1991 **MILEAGE:** 108,000
ENGINE: 200Tdi turbodiesel
POWER: 111bhp
TORQUE: 195 lb-ft **MPG:** 28-32



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LR032954G	LR032954	Defender - 2007-	Rear
SFP500180G	SFP500180	Discovery 1	Front
STC9190G	STC9190	Discovery 1	Front
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SFP500200G	SFP500200	Discovery 1	Rear
STC9189G	STC9189	Discovery 1	Rear
SFP500150G	SFP500150	Discovery 2	Front
SFP500130G	SFP500130	Discovery 2	Rear
SFP500010G	SFP500010	Discovery 3	Front
LR019618G	LR019618	Discovery 3	Front
LR019627G	LR019627	Discovery 3	Rear
LR055454G	LR055454	Discovery 3	Rear
SFP500010G	SFP500010	Discovery 4	Front
LR019618G	LR019618	Discovery 4	Front
LR021253G	LR021253	Discovery 4	Front
LR051626G	LR051626	Discovery 4	Front
LR021316G	LR021316	Discovery 4	Rear
LR019627G	LR019627	Discovery 4	Rear
LR055454G	LR055454	Discovery 4	Rear
LR015519G	LR015519	Discovery 4	Rear
LR055455G	LR055455	Discovery 4	Rear
SFP100360G	SFP100360	Freelander 1	Front
LR021899G	LR021899	Freelander 1	Front
LR004936G	LR004936	Freelander 2	Front
LR003657G	LR003657	Freelander 2	Rear
LR023888G	LR023888	Freelander 2	Rear
LR043285G	LR043285	Freelander 2	Rear
SFP500180G	SFP500180	Range Rover Classic - 1986 - 1994	Front
SFP500200G	SFP500200	Range Rover Classic - 1986 - 1994	Rear
SFP500120G	SFP500120	Range Rover P38 - 1994 - 2001	Front
SFP500130G	SFP500130	Range Rover P38 - 1994 - 2001	Rear
SFC500080G	SFC500080	Range Rover L322 - 2002 - 2009	Front
SFP500010G	SFP500010	Range Rover L322 - 2002 - 2009	Front
LR019618G	LR019618	Range Rover L322 - 2002 - 2009	Front
SFP500070G	SFP500070	Range Rover L322 - 2002 - 2009	Front
SFP500210G	SFP500210	Range Rover L322 - 2002 - 2009	Rear
LR019627G	LR019627	Range Rover L322 - 2002 - 2009	Rear
LR055454G	LR055454	Range Rover L322 - 2002 - 2009	Rear
LR026221G	LR026221	Range Rover L322 - 2010 - 2012	Front
LR020362G	LR020362	Range Rover L322 - 2010 - 2012	Front
LR064181G	LR064181	Range Rover L322 - 2010 - 2012	Front
LR025739G	LR025739	Range Rover L322 - 2010 - 2012	Rear
LR015519G	LR015519	Range Rover L322 - 2010 - 2012	Rear
LR032903G	LR032903	Range Rover L322 - 2010 - 2012	Rear
LR020362G	LR020362	Range Rover L405 - 2013 -	Front
LR064181G	LR064181	Range Rover L405 - 2013 -	Front
LR036574G	LR036574	Range Rover L405 - 2013 -	Rear
LR065492G	LR065492	Range Rover L405 - 2013 -	Rear
LR068303G	LR068303	Range Rover L405 - 2013 -	Rear
SFP500010G	SFP500010	Range Rover Sport - 2005 - 2009	Front
LR019618G	LR019618	Range Rover Sport - 2005 - 2009	Front
SFP500070G	SFP500070	Range Rover Sport - 2005 - 2009	Front
LR019627G	LR019627	Range Rover Sport - 2005 - 2009	Rear
LR055454G	LR055454	Range Rover Sport - 2005 - 2009	Rear
LR021253G	LR021253	Range Rover Sport - 2010 - 2013	Front
LR020362G	LR020362	Range Rover Sport - 2010 - 2013 & 2014 -	Front
LR064181G	LR064181	Range Rover Sport - 2010 - 2013 & 2014 -	Front
LR051626G	LR051626	Range Rover Sport - 2010 - 2013 & 2014 -	Front
LR019627G	LR019627	Range Rover Sport - 2010 - 2013	Rear
LR055454G	LR055454	Range Rover Sport - 2010 - 2013	Rear
LR025739G	LR025739	Range Rover Sport - 2010 - 2013	Rear
LR015519G	LR015519	Range Rover Sport - 2010 - 2013	Rear
LR055455G	LR055455	Range Rover Sport - 2010 - 2013	Rear
LR036574G	LR036574	Range Rover Sport - 2014 -	Rear
LR065492G	LR065492	Range Rover Sport - 2014 -	Rear
LR068303G	LR068303	Range Rover Sport - 2014 -	Rear
LR027309G	LR027309	Range Rover Evoque	Front
LR027129G	LR027129	Range Rover Evoque	Rear
LR043714G	LR043714	Range Rover Evoque	Rear

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**ECE R90
approved**



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IMPORTANT BRAKE INFORMATION

For exact change over points with vehicle applications please contact your local Britpart distributor with the full chassis number for the correct application. These references are intended as a guide only.



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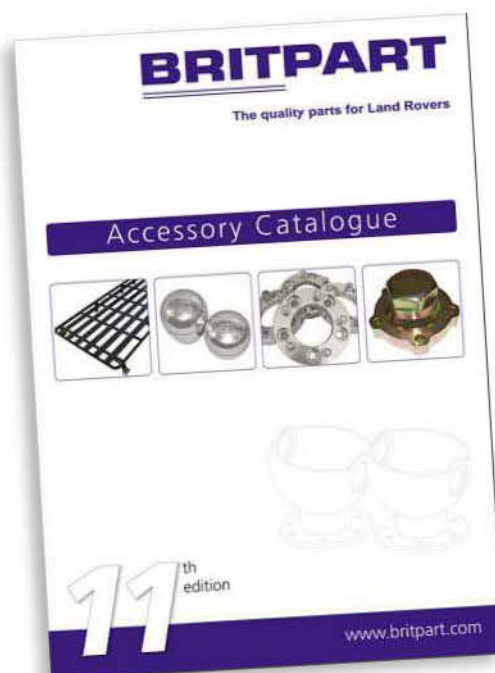


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WHY DIESEL IS NOT A DIRTY WORD



Recent press reports have sensationalised the polluting effects of diesel engines. They flag up dirty diesels against clean petrol engines because that's easy for people to understand, and it winds up diesel owners who rightly thought they were doing their bit for the environment. After all, diesels are more fuel-efficient, giving a lower CO2 output per mile. Particulate filters and other enhancements make them cleaner than many petrol engines, and it's safe to say that JLR's investment in the new Ingenium diesel engine (see page 8) isn't misguided.

Currently, the diesel engine's only bugbear is its emission of nitrogen oxides (NOx). Yet, through improvements in EGR systems, combustion and exhaust treatment, NOx has been reduced by over 80 per cent since the Euro 3 regulations of 15 years ago. Now, manufacturers are targeting Euro 6 regulations, with total success.

Nothing wrong there, then. So why all the fuss? It's because the UK has failed to achieve limits for nitrogen dioxide (one of several NOx substances) in major cities, and it's easy to single out diesel vehicles as the culprits. But it's all arguable. For instance, our power stations contribute around twice as much NOx as all of our cars put together.

Land Rover and other manufacturers are building cleaner diesels (they have no choice), and new car buyers ask about emission levels (to avoid paying road tax). But we can't all afford new, low-emission vehicles, and most of us drive an older Land Rover and keep it going – which has its own environmental benefits. And there's bias – if a Vauxhall smokes, people think there's something wrong with it. If a Land Rover smokes, people think it's a disgrace and should be off the road.

We need to show that our big, low-tech, diesel vehicles have enviro-credibility for the pollution through not having a new vehicle manufactured for us. We are preserving what we have, maximising the energy and materials that have already gone into our vehicles. So let's keep our EGR systems running efficiently and our vehicles well serviced and not throwing smoke out. Otherwise, we're just supplying more ammunition for councils to invoke congestion charges.

TECHNICAL EDITOR

ED EVANS

lrtechnical@gmail.com

“We need to show our older, diesel vehicles have enviro-credibility”

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CHASSIS SWAP LAW

THE LAW makes a distinction between 'rebuilt' and 'radically altered' vehicles. What we've been doing here is rebuilding a vehicle, meaning repair and restoration without major changes to specification. The vehicle can keep its original registration number provided the new chassis is 'of the same specification as the original' and at least two of five main components are original – the five being the engine, transmission, axles (as a pair), suspension (front and rear) and the steering system.

If you use a second-hand chassis, the law says the vehicle must undergo an Individual Vehicle Approval test and can only be registered on a Q-plate (which can't be swapped for another registration number later). The same applies if you use a heavily modified chassis, for example to build a bobtailed or hybrid vehicle.

Some people have worked on the basis that nobody will ever notice major changes hidden under the body, in an attempt to avoid the costs of inspection and re-registering. They are technically committing an offence however and would not be driving the vehicle they had declared to their insurers. Hence, in the event of an accident, they could find themselves without insurance cover.

PART 3

{DEFENDER CHASSIS}

CHASSIS SWAP

Our Defender chassis swap is in its final stages, as the body goes back on and mechanical work is completed

W

ith the suspension and steering gear fitted and the engine and gearbox hoisted in during last month's instalment, our Defender's new galvanized chassis was ready to be united with the body. With a heavy duty overhead workshop hoist available, we had been able to remove the Defender's body as a single unit and would refit it the same way, saving a lot of time and effort. But there was still plenty more to do, including chassis details such as new brake pipes, and a series of repairs and adjustments to address MoT failure points.



ANDREW NOAKES

■ Tools: Standard workshop tools including a heavy-duty hoist

TIME

100 HOURS

COST

FROM £1225

* Cost of chassis only, assuming all other components are reused and labour is free. Typical cost of a professional chassis swap including some new components and repairs: about £3500.

DIFFICULTY RATING



> RE-FITTING THE BODY

IF YOU'VE taken the piecemeal approach to removing the body in individual sections, rebuilding will begin with fitting the bulkhead because this provides the datum for the rest of the panelwork to be aligned to.

In our case, we removed the body as a complete unit to save ourselves time, so we now needed to use the workshop hoist to lower the whole body back onto the new chassis. Lowering and positioning the complete body is really a two-man job – one guy controlling the body, while the other ensures the brackets at the base of the bulkhead on either side, and those under the inner wings, are all seated in their correct locations.

Some gentle persuasion and a few attempts might be needed at the final mating stage, but usually all that's required is to carefully position the body as it comes down. The only thing you may need to do is rock it from side to side to get everything to slot home correctly. The long bolts that go through the bottom of the bulkhead A-pillars and into the chassis outriggers are often corroded, in which case, new ones should be fitted. The body must also be bolted down using the brackets on the outside of the main chassis rails at the back of the engine bay, and using the brackets along the rear cross-member.



1 The Td5-spec cross-member was re-drilled for the original TDi tow bar from our Defender – Marsland can supply an adaptor plate.



2 Dropping the body onto the chassis is easier if there are two of you – one to lift and lower the body, the other to ensure alignment with the chassis.



3 The brackets in front of the bulkhead sit outside the main chassis rails. Carefully position the body to ensure they are correctly located.



4 Some persuasion might be needed to ensure the critical A-pillar to chassis connection is correctly positioned.



5 The outrigger is a key mounting point for the body because it locates the bulkhead, which acts as a datum for the rest of the body panels.



6 After aligning the bracket on the bulkhead at the bottom of the A-pillar with the outrigger on each side, insert the long bolts (new ones if rusted).



> CHASSIS NUMBER

AS FAR as the DVLA is concerned, fitting a new chassis does not make any change to the vehicle that they need to know about, provided the new chassis is a like-for-like replacement.

For 1980-on Defenders the identity number the DVLA uses, and which is shown on the vehicle's V5, is the Vehicle Identification Number (VIN). The VIN is shown on a plate in the engine bay, and may also be visible through the windscreen, depending on the age of the vehicle. It's also marked on the right-hand chassis rail near the front of the vehicle.

Changing the chassis doesn't change the VIN, so the DVLA says there is no need to inform them of the rebuild and, as far as they are concerned, no need to mark the new chassis with the number as long as the manufacturer's VIN plate is still on the vehicle. But that's not the end of the story.

The Defender also has to comply with the Road Vehicles (Construction and Use) Regulations 1986. Regulation 67, Part 3, says the VIN 'shall be marked on the chassis, frame or other similar structure, on the offside of the vehicle, in a clearly visible and accessible position, and by a method such as hammering or stamping, in such a way that it cannot be obliterated or deteriorate'.

So to comply, your new chassis will

need to be permanently marked with the vehicle's VIN, ideally in the same place as the factory chassis is marked. There's no official process for doing this – it doesn't need to be carried out by any authority, or witnessed by anyone – so you are free to do it yourself in whatever way you wish.

How to mark the chassis number

There are several methods you could use to mark the new chassis, each with their pros and cons.

- Letter and number punches: These have the potential to give a good, professional, result in experienced hands. But they are tricky to hit absolutely squarely, leading to variation in the depth and legibility of the characters. For the best results, you want the chassis on its side so you can hammer the punches down onto the chassis rail, rather than trying to work horizontally. To that end you need to apply the number before the chassis is built up. Most punch sets you see are 3mm or 1/8in tall, which is really too small for this job. A more suitable option would be a 8mm or 5/16in set which costs £60 or so.

- Engraving: Using a Dremel or similar rotary tool, you can engrave letters into the surface of the steel, but again you

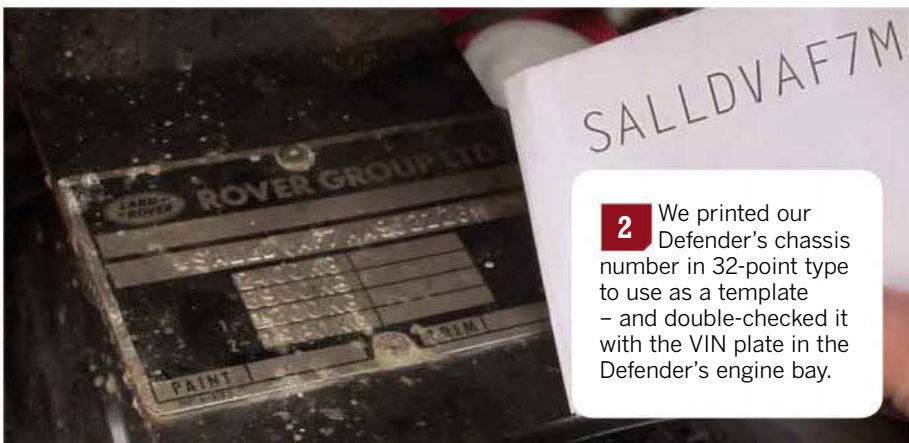
need some experience to get an even result, and you also need some sort of template to work to, so that the characters are uniform. Engraving will damage the zinc coating of the galvanized chassis, though that may not be a major issue given that the front end of the Defender chassis is the last to rot. It would be unsightly though.

- Centre-punching: A centre punch can be used to make indents following the shape of the characters. Print out the chassis number and tape the paper to the chassis rail, then use a centre punch and hammer to punch through the paper into the metal. It's difficult to get all the dots to line up perfectly, so the end result can look a bit uneven, but it's easy to do, even after the chassis build is completed, and it provides a clear mark for very little cost.

We chose to use the centre-punch method, first printing out the chassis number and taping it to the chassis rail as a template. It gives us a chassis which complies with the letter of the Construction & Use law, and also means that our Defender and its chassis are harder to dispose of, should they ever be stolen.



1 On Defenders the original chassis number is stamped at the front of the right-hand chassis rail.



2 We printed our Defender's chassis number in 32-point type to use as a template – and double-checked it with the VIN plate in the Defender's engine bay.



3 The template was taped to the front right chassis rail and a centre punch used to mark the characters.



4 Marking the chassis makes it harder for a thief to successfully change the vehicle's identity, or sell the chassis after stripping the vehicle.

> FINAL FITTING JOBS

THE MECHANICAL jobs left to do on our Defender after the body and chassis had been united, were a combination of refitting the original components as well as making a few repairs and upgrades. Some of the work, such as fitting new steering track rod end joints and a complete new exhaust system, had already been identified in the MoT failure sheet.

But there were other jobs which are always sensible additions to include in a rebuild, such as making up new fixed brake pipes along the chassis and axles, replacing all the flexible brake hoses with

new ones, and relocating the 12N-type towing socket into the aperture on the rear cross-member.

Another necessary job was to drill some new mounting holes in the rear cross-member so that the existing towing bracket could be refitted to the new chassis. As an alternative, we could have swapped over to a Td5-specification towing bracket, which would have fitted the mounting points already provided in the cross-member. Or, we could have used the relocation bracket, which Marsland (the company who built the chassis) makes available.



1 Swivels were in good shape with no surface pitting, but needed shims removed to adjust the bearing, plus re-greasing. Track rod end joints renewed.



2 Our 90's brake calipers and rear discs were new, but the front brake discs were well worn and so needed to be replaced.



3 A new exhaust was needed to pass its MoT. We went for the later pattern with a single silencer as it's less restrictive, lighter, and likely to last longer.



4 We relocated the towing socket to the recess in the Td5 cross-member, where it's less prone to damage and attack from road salt and mud.



5 Radiator fins often corrode, reducing cooling efficiency, but here it's the bottom of radiator frame that is rusting, plus some fin corrosion. Still serviceable.



6 Refitting the radiator is one of the last engine bay jobs because there's a lot more space to work around the engine without it.

> THE RESULT

THE END result of fitting the galvanised chassis is a Defender that looks just a little different from the norm. The galvanising that is visible on the rear cross-member is the biggest giveaway, and we've also repainted the front bumper in silver to match it. The chassis swap has

obviously addressed the structural problems caused by the rot in the original chassis and, along the way, we've also been able to carry out preventative maintenance on the suspension, engine and transmission. Our 90 should now be ready for many more years of service.



**PART 4**

{RANGE ROVER CLASSIC PROJECT}

CHASSIS EXPOSURE

Trevor Cuthbert aims for perfection, as our Range Rover's chassis is stripped to the metal.

**TREVOR CUTHBERT**

■ Tools: General workshop tools, engine crane, pry bars, chain or engine leveller, trolley jack

TIME**5 DAYS****COST****SO FAR
£2900****DIFFICULTY RATING****CONTACT:**

Raymond McCabe, RM Services,
58 Kilkinamurry Road, Banbridge, BT31 9QS
Tel: 07803 581542

A

lthough the original brief for the Range Rover had been to convert from left hand drive to right hand drive, and to replace the engine with a more powerful unit, ideas and plans had quickly moved on to a more in-depth rebuild. The owner, my friend Andy Webb, and I discussed how best to ensure the 1983 Range Rover was completely rust free and protected from corrosion for the future. The two main areas for treatment were going to be the chassis and the body shell. So complete removal and strip down of the chassis was our first mission.

STORY SO FAR

THE 1983 left hand drive Range Rover was purchased in France as a largely rust free original car. It is to be converted to RHD with a bigger engine. More recently the owner, Andy Webb, and I decided that we should carry out extensive rust prevention measures. So, the body shell was lifted clear of the rolling chassis, now its time to strip the chassis down to a bare frame.

> STRIPPING THE CHASSIS

THE ENGINE and body shell have already been removed, so there aren't many remaining components to deal with. Most of the brake lines are attached to the underbody, rather than the chassis, and the wiring loom is also routed through the body.

The biggest assembly remaining to be removed was the combined auto gearbox and transfer box. The front and rear propshafts were unbolted from the axles and transfer box using 9/16th socket spanners.

At this point the gearboxes are fairly precarious, held only by their single mounting point on each side, and need to be secured to the chassis to prevent them flipping back or forward. They can overturn, rip from their mounts and end up on the floor, without care. However, with lifting straps secured to the gearboxes and the weight being taken by the engine crane, it is safe to remove the M10 nut at the chassis mount on each side and lift the lump out, leaving the mountings on the chassis.

The gearbox cross member bolts were then removed, and the crossmember tapped down using a hide mallet, until it fell to the floor.

The left hand drive power steering box will be of no further use, as we are switching to right hand drive. Its removal

includes disconnecting the steering arm to the front axle and the Panhard rod. The top damper mount nuts were removed at the front turrets, using a 19mm spanner. The dampers had been recently renewed, so the nuts came off quite easily. They can become so rusty that the option is to cut through the nut with an angle grinder. The suspension turrets are fixed to the chassis by a turret ring below, held by four M8 nuts (13mm A/F socket).

The final task involved in removing the front axle is to remove the two large M20 nuts at the end of the radius arms on each side using a 30mm socket. This allows the radius arm to be withdrawn

from the chassis mounts and bushes. The axle can then be rolled away, as the chassis is lifted upwards clear of front springs and dampers.

The front of the chassis is not overly heavy when still balanced on the rear axle, and it was rolled out of the workshop wheelbarrow-style, close to the trailer. Here the front of the chassis was rested on the trailer and pushed partially on, before the rear axle was unbolted. The rear axle on a Range Rover is attached to the chassis at the A-frame mounts, the rear trailing arms and additionally by the self-levelling strut. The A-frame chassis mounts (or crow's feet, as they're often called) are both held to the chassis by

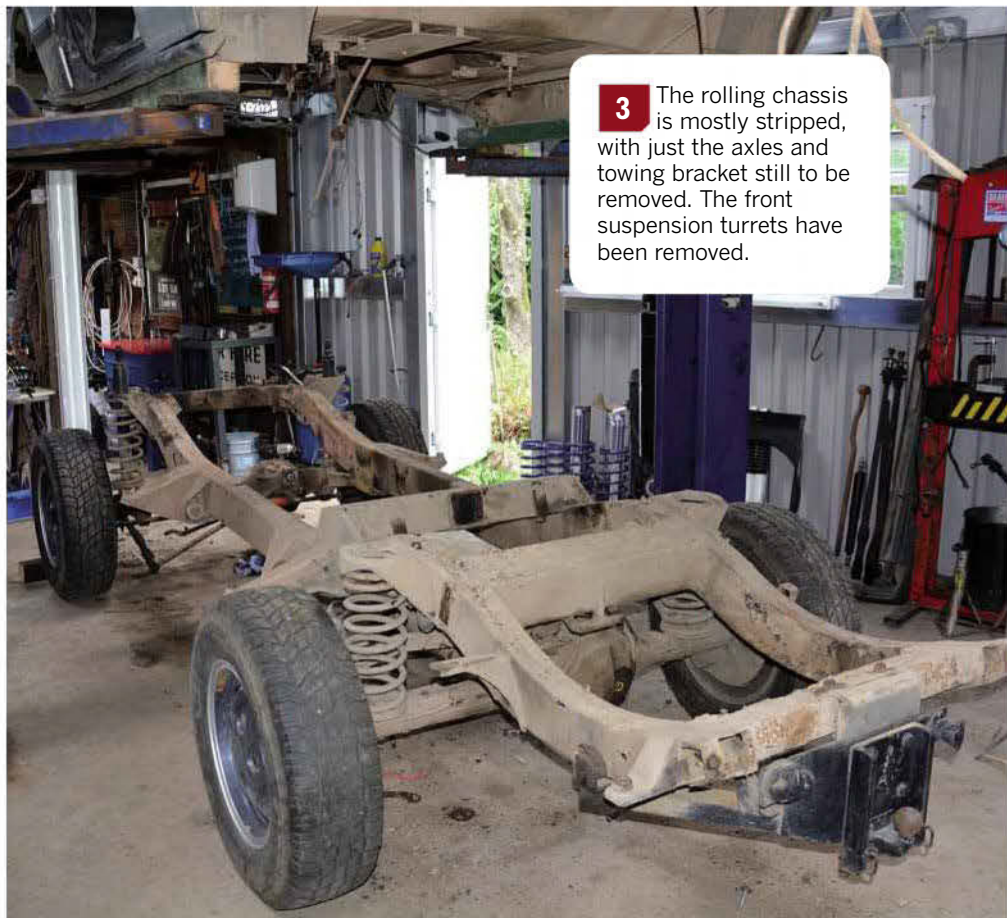
three M10 bolts. These often have advanced corrosion on the bolt heads, but in this case a pair of 17mm spanners fitted perfectly and soon had the bolts removed. The self-levelling strut is held by four long M12 bolts through the cross member – these too, were not very rusty and came out easily. Finally, the M20 nuts on the trailing arms were removed and the axle could be rolled out of the way. The chassis was then pushed fully on to the trailer, to be transported to the engineering works of RM Services, in Banbridge, Co. Down. The chassis seemed reasonably solid during a brief inspection, but the next stage of the job would reveal all the areas of corrosion.



1 Owner, Andy Webb, lifts the ZF autobox and transfer box out of the rolling chassis as one unit. The engine was removed before the body was lifted.



2 The power steering box is unbolted from the left of the chassis by removing the four M12 bolts, using a 19mm socket wrench.



3 The rolling chassis is mostly stripped, with just the axles and towing bracket still to be removed. The front suspension turrets have been removed.



4 The trailing arm mountings on the rear axle can become very weakened with rust and will be carefully checked, after the arms are unbolted.



5 The front axle is showing no signs of any significant rust. Even the spring seats are in good condition and are perfectly reusable.



6 The rear axle is often more prone to corrosion than the front axle, as it doesn't benefit from engine oil leaks to protect it.

> CHASSIS ASSESSMENT

THE RANGE Rover chassis appeared to be in excellent condition. However, to be really certain of the exact condition and any potential areas for remedial work, all of the dirt, grit, paint and surface rust needed to be removed. This was done by at RM Services by means of shot-blasting the complete chassis right down to the grey bare metal.

There was one obvious problem at the rear of the chassis that would require quite some repair and fabrication work. A new fuel tank had been installed at some time in the past, but certainly not by conventional means. The bolts holding the towing bracket to the chassis were

completely rusted solid in place, and therefore the towing bracket could not be removed. This meant that the rear cross member had basically been hacked and butchered to get the old fuel tank out and the new one fitted. In a nutshell, a mess of jagged metal had been left, and the tank carrier had been inadequately bolted to all of this this destruction. All this was again rectified by Raymond, who carried out a neat restoration of the structure of the rear cross member in this area, and then fabricated a couple of stout brackets, to which the tank carrier would be bolted to.

Removal of the towing bracket bolts

had been achieved by using a specialist hydraulic press to push them out through the chassis, and the mounting locations on the chassis had not suffered as a result of the localised rust in the holes.

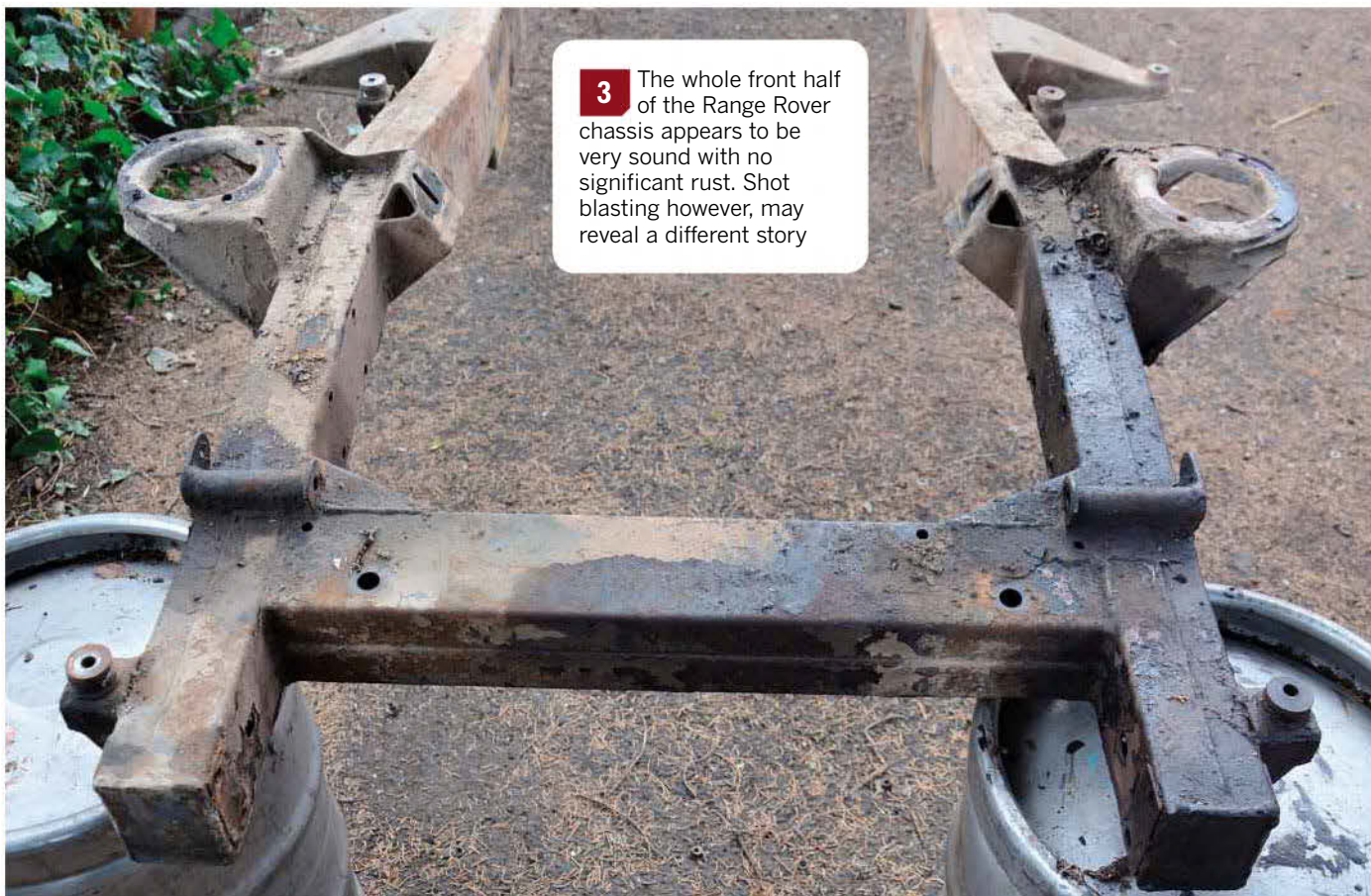
Raymond had also spotted that all was not good with the rear bump stop mounts, and he suspected rust had taken hold between the mounts and the chassis. This proved to be correct when they were cut away from the chassis. Repair work to the chassis was carried out and new bump stop mounts made. However, the issue could easily have been missed and painted over, locking this rust in for it to advance over the years.



1 The chassis side plate is often badly corroded at the attachment of the gearbox crossmember (shown) and the self-levelling strut. Ours is fine.



2 The removal of the rear trailing arm bushes exposed clean painted metal under the bushes, with the whole of the brackets still solid.



3 The whole front half of the Range Rover chassis appears to be very sound with no significant rust. Shot blasting however, may reveal a different story



4 Towing bracket support bolts were seized solid. There is a lot of surface rust at the rear of the chassis, though none serious, and it's all sound.



5 Apart from the towing bracket, which will be removed, the chassis is now completely stripped, following the removal of the rear axle.



6 There are four of these distinctive body outriggers on the chassis. They often rot badly, but all are in very good condition on this chassis.



7 This area of the chassis, where the A-frame chassis mounts are bolted, often becomes quite crusty with rust. Again there are no issues here.

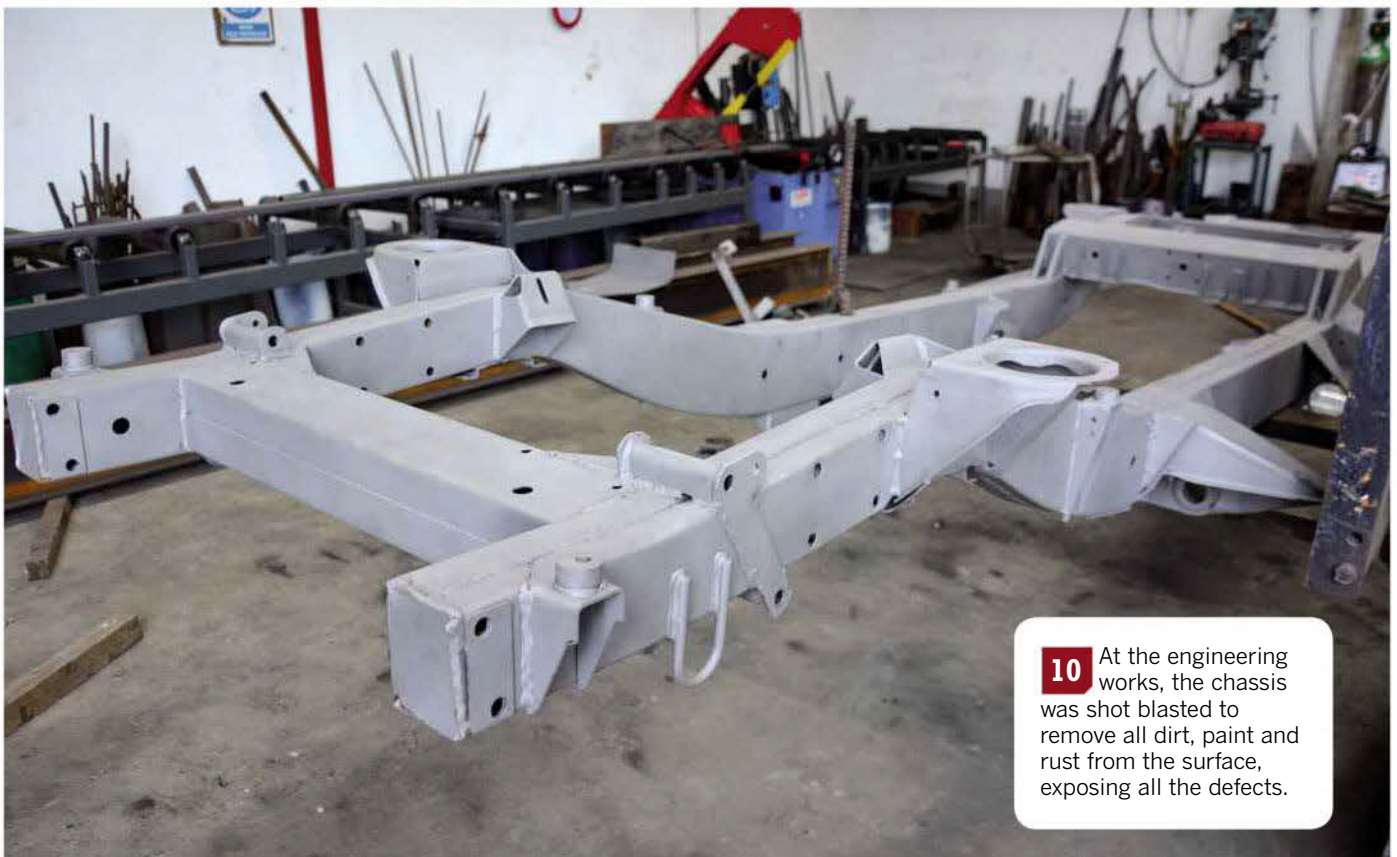


8 All body mounting locations on the chassis are in good condition and no repairs or reinforcement will be needed to any of them.



9 The front dumb irons can be vulnerable to rust, particularly where the front bumper is bolted on, and will be checked after shot blasting.

> SHOT BLAST AND REPAIR



10 At the engineering works, the chassis was shot blasted to remove all dirt, paint and rust from the surface, exposing all the defects.



11 The rear cross member had been badly cut and chopped in the past by an amateur fuel tank remover. Welded repairs have now been effected.



12 The fuel tank carrier is offered up to the chassis in order to determine where the new fabricated mounting brackets will need to be located.



13 Some 5mm steel plate will be used to make the new fuel tank carrier brackets. This will be welded on to the repaired rear cross member.

WORK SAFELY

- Wear protective gloves, safety boots, bump cap and eye protection if under the vehicle.
- Take care with transmission, axles and other hefty components at this stage of dismantling.
- When working with the vehicle on the floor or a lift or ramp, ensure it is firmly supported and stable at all times.



14 The distance from the rear of the chassis cross member to the required hole centre of the new brackets is 200mm and marked on the rail.



15 The shot blasting has revealed a mysterious old repair to the outside of the right chassis rail towards the front. The welds will be beefed up.



16 On the inside of the chassis rails there is some pitting of the surface by rust, but none is deep enough to require repair or reinforcement.



17 We suspected issues under the rear bump stop mounts, so they were removed from the chassis by cutting the welds with an angle grinder.



18 The bump stop mounts have indeed been attacked by rust and need to be replaced. This type of issue could easily have been missed and painted over.

> NEXT MONTH

In the August issue of *LRM*, the newly repaired chassis will benefit from being hot-dip galvanised to preserve it from future rust attack.

Of course, even galvanising doesn't last for ever, and we'll be further protecting the chassis by applying etch primer to ensure the paint coats adhere, then applying a base of conventional primer, before finally painting a top coat to give it a more authentic factory look.

We'll also be starting to remove the body panels from the body shell, with an ultimate aim to completely strip it down to a bare shell.

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CONTACT: Steve Grant and Britpart



NEW PARTS

Britpart part numbers:
DA2427 for Range Rover Sport
DA2395 for Discovery 3 and 4
DA2428 for Range Rover L322
Britpart CV joint grease

Renewing a worn centre bearing is cheaper than buying a new propshaft, as Ed Evans explains

{RR SPORT, DISCO 3/4, RR L322}

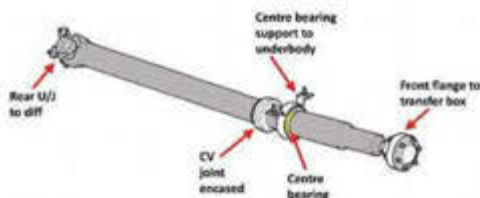
REAR PROPSHAFT CENTRE BEARING

Vibration heard or felt inside the cab is usually caused by an imbalance of a rotating mass. That pins the source down to wheels and tyres, and the front and rear propshaft. Of course, the axles and differential components are also rotating, as are the components of the gearbox and transfer box, but we wouldn't normally expect these to cause vibration in any normal state of wear, and it takes physical damage to put an axle shaft out of balance.

Before investigating any vibration that appears to be generally within the vehicle body or underside, it's worth checking the wheels and tyres for damage, lost balance weights, flat spots on the tyres if the vehicle has been parked up for a few days, and unusual tread wear. Tread wear problems suggest worn suspension bushes and/or incorrect wheel alignment.

Here, we are dealing with the most common cause of vibration, which is propshaft imbalance associated with the centre support bearing in the middle of the split rear propshaft. It is fitted to the Discovery 3 and 4, Range Rover L322 and, as illustrated here, Range Rover

Sport 1. The bearing may initially cause a faint rumble or rough metallic sound heard from the rear underside. It can occur at any speed and load, but is usually heard at low speed when there is little other noise to mask it, and at low load when the worn bearing is freer to move and vibrate. It's worth changing the bearing at this early stage before it causes further damage.



Design of the time

The rear propshaft, as we said, comprises two sections. The front half is bolted to the transfer box output flange and the rear end bolted to the rear differential flange. They are supported in the middle by the centre bearing whose support frame is bolted to the vehicle floorpan. The centre bearing actually holds the rear end of the front half of the prop. The

**ED EVANS**

■ Tools: general workshop tools

TIME	COST
2 HOURS	£40

DIFFICULTY RATING



splined rear end of the front half locates into a splined CV joint at the front of the rear half, providing that half with both drive and support.

The CV joint (housed in a casing crimped around the rear shaft) allows the angle between the two propshaft halves to vary slightly without affecting their rotational speeds.

> CHECKING THE COMPONENTS

IN THE vehicle shown here, the first warning of a propshaft problem was a buffeting vibration at between 67 and 70mph. That's quite a narrow speed band but the effect was very noticeable and quite odd.

It was similar to the sound you hear when driving at speed with a rear window open as the air vibrates the inside of the body shell, only in this case it happened with all the windows shut. The noise seemed to be coming from under the rear passenger footwell, so the rear propshaft was the prime suspect.

A quick visual check underneath

revealed nothing obvious, though only the front joint of the rear propshaft is visible. We also looked for other issues that might be causing the vibration, or perhaps it was caused by air buffeting. In that respect we noticed the protective cowl mounted under the vehicle, just ahead of the spare wheel, was loose at one side and possibly vibrating in the draft. We replaced the missing bolt, but that wasn't the cause.

Once the heat shield was removed from the propshaft, we could inspect the centre joint. It felt intact, though we could see there was a split in the rubber support

ring bonding it to its support bracket, which might be causing the vibration by allowing the shaft to whip during rotation. The rubber is an integral part of the centre bearing, so we opted to renew the centre bearing assembly, in preference to the normal and more expensive approach of renewing the complete shaft.

The centre bearing assembly is the most likely cause of noise and vibration. But the CV joint should also be checked while the shaft is apart, looking for surface pitting and physical damage, and feeling its movement, which should be smooth and unrestricted.



1 To access the propshaft, the heat shield is unbolted. Use easing oil on threads. Shield may have corroded away around the bolt washers.



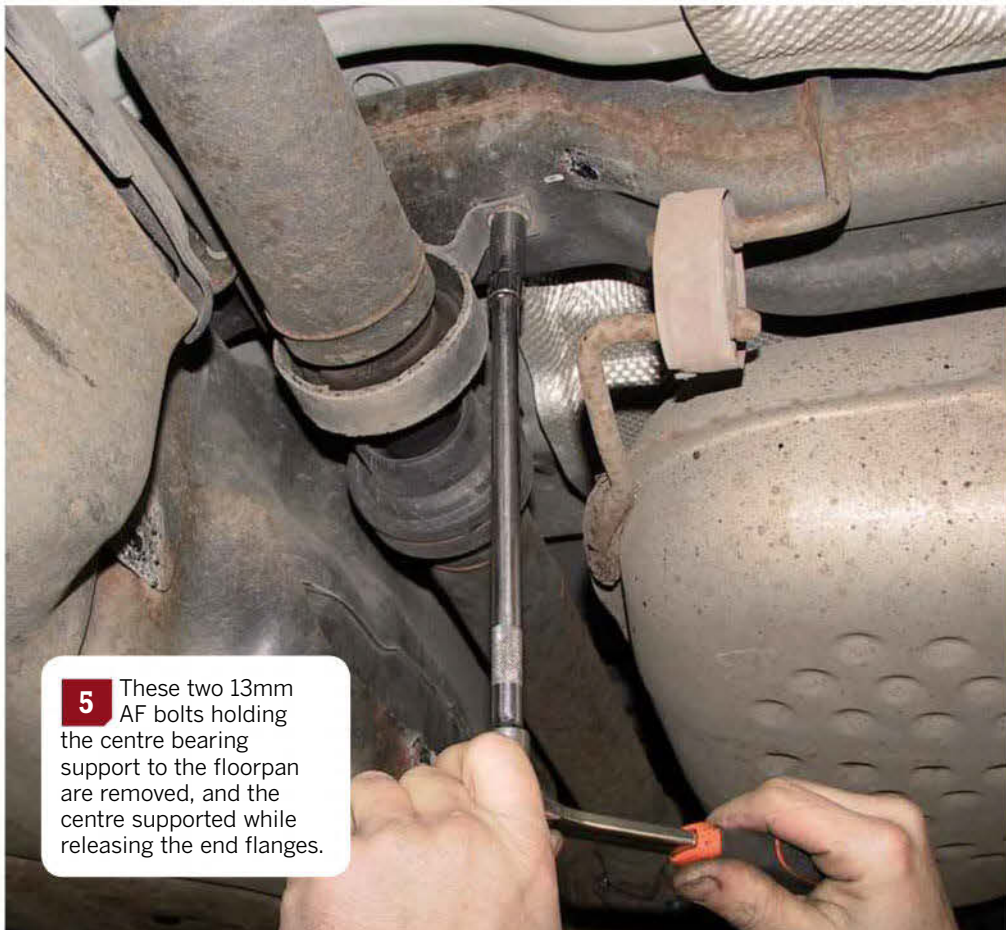
2 That allowed a visual on the propshaft's centre bearing. The bearing felt okay, but we could see its rubber support ring was torn at the top.



3 An E12 Torx is used to release the six bolts holding the prop's front joint to the transfer box, collecting the three spreader plates.



4 The prop's rear flange bolts at the differential need an E12 Torx bit. These were very tight – needing the crow bar holding the yoke firmly.



5 These two 13mm AF bolts holding the centre bearing support to the floorpan are removed, and the centre supported while releasing the end flanges.

WORK SAFELY

- When using a hammer and chisel, wear appropriate safety clothing including thick gloves, eye and face protection.
- When working with any part of the vehicle raised from the floor, ensure it is safely supported and prevented from rolling.
- If in doubt about the condition of the vehicle, or any of your work, check with a good garage.



6 The prop flanges are rusted to the transfer box and rear diff flanges, so are tapped and levered free before carefully lowering the propshaft.



7 With the shaft on the bench, the front and rear U/Js are checked through their full movement. No looseness or stickiness here.



8 The rubber sleeve bonding the centre bearing in its frame has split, possibly allowing the bearing to whirl. Shaft's balance weights are intact.

> REMOVING THE CENTRE BEARING



1 We first need to detach the casing (arrowed) crimped over the CV joint. Front and rear sections of prop are marked to aid re-assembly.



2 The clip is removed from the CV joint casing's rubber gaiter. Then the casing is opened by tapping it back off the prop using a narrow drift.



3 Changing to a broader drift, the casing edge is gradually worked over the lip of the propshaft, taking care to avoid damaging the O-seal (arrowed).



4 The casing is pulled back to reveal a circlip around the splined front half of the prop (in the CV), opened by reaching in with long-nose pliers.



5 The rear half (with CV) can now be parted from the front section of the prop, then this CV casing is slid off over the shaft splines.



6 Here is that circlip (step 4). Its tangs (arrowed) were opened to allow the shaft to be pulled out. The circlip is left in position.



7 After making a note of which way around it is fitted, the centre bearing assembly is carefully prised off the front half of the propshaft.



8 With the bearing assembly removed, we can see how the rubber mounting has parted company from the frame. The bearing feels reasonably smooth.

> FITTING THE NEW BEARING



1 The new bearing assembly comprises the new rubber mounting, which is bonded to the outer frame and the new bearing in the centre.



2 Before fitting the new bearing, the prop's stub shaft surface, on which the bearing locates, is cleaned up with emery cloth.



3 The new bearing is fitted with its extended collar facing back (toward the splined end). Here it is tapped on square using a tubular drift.



4 The dust shield, which is supplied with the bearing, is then slid over the shaft with its concave side facing out toward the splines.



5 Before sliding the CV casing on, the distorted lip around its edge was straightened using grips, and tapped smooth and round.



6 With reference marks aligned, the splined end of the front shaft is pushed into the CV joint, through the circlip which locks it in place again.

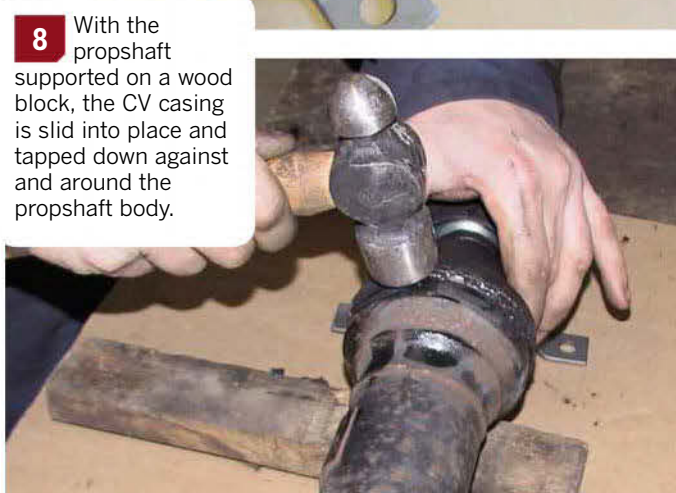


TECH TIPS

- You can grind a chisel to match the curvature of the propshaft's circumference to use when peening the CV casing back into position.
- Ensure the new bearing is fitted the correct way around, because removing it again will almost certainly damage it.



7 Before sliding the casing over the CV joint, fresh CV grease is squeezed in, and sealant applied around the casing's rubber seal on the prop.



8 With the propshaft supported on a wood block, the CV casing is slid into place and tapped down against and around the propshaft body.



9 Using a blunt drift, the edge of the CV casing is then peened into the circumferential groove in the propshaft body to secure it.



10 The securing clip is refitted around the CV casing's rubber gaiter. Excess sealant is then wiped from between the CV casing and propshaft.



11 Finally, the shaft is supported in place while bolting the end flanges, before bolting the centre bearing to the body and refitting the heat shield.

> RESULTS

THE CV joint on our propshaft seemed serviceable, so we opted to renew just the centre bearing assembly, which included the split rubber mounting. This cured a roughness underneath that had caused a rotating noise at slow speed, suggesting the old bearing was worn, in addition to its split mounting rubber causing the vibration felt in the cab.

Interestingly, the centre bearing did not feel rough when turned by hand, which usually confirms wear in earlier bearing designs. Modern bearings can be noisy at higher speed, yet appear smooth when felt by hand.

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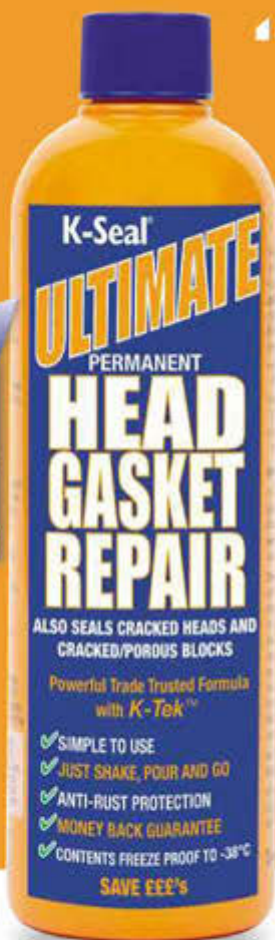
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BESPOKE CHASSIS FOR SIII



Forward-mounted Stage 1 V8 type front crossmember on Richard's chassis allows space for power steering bolt holes and bracket on the chassis side rail

Q I am rebuilding my treasured Series III 88-inch Station Wagon which has lain dormant for several years. It's a diesel version and the four-cylinder engine has a crack in the cylinder block, though it still runs okay. The trouble is that the chassis is shot, so the body is now being removed with the intention of replacing the chassis.

Before removing the body I had a good drive of it on private roads (with the cracked block temporarily sealed), and I re-aquainted myself with its foibles, including heavy steering, hard suspension, and very slow progress compared to later Land Rovers.

I want to keep the vehicle looking original on top, but fit a 300Tdi diesel from a spare Defender 90 that has an accident damaged chassis and rear body. What can I do about the steering and springs though? I fancy power steering but the only kit I have seen is quite expensive. Is it possible to convert a 90 power steering system to fit?

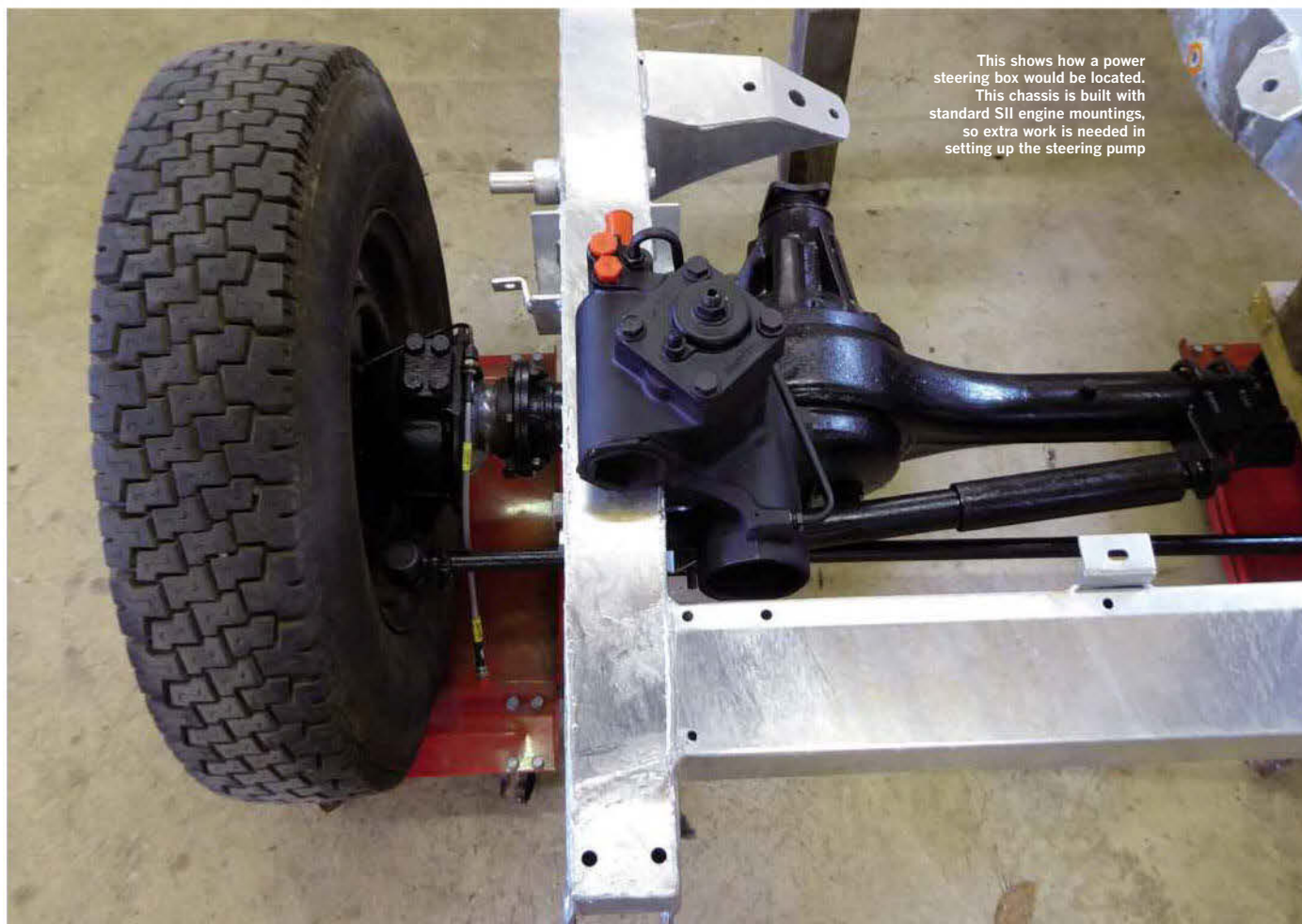
Gary Soames

A Your SIII should ride well on original leaf springs and be quite taut and firm, but reasonably compliant. But that's only if they are in good order.

You will always feel a bit of pitching on a short wheelbase utility Land Rover, but a good leaf spring set-up can work well. I expect you'll find rust is packed between the spring leaves, effectively making the springs solid. You might also find the inner leaf where it coils around the mounting bolt is fractured. If so, a new set of springs will transform the ride.

If you are fitting a 300Tdi engine, and looking for a replacement chassis, you have the ideal opportunity to fit power steering without worrying about welding. Richards Chassis in Mexborough (01709 577477), make bespoke chassis' to order. They will be able to manufacture a Series III chassis complete with 300Tdi engine mountings and the correct chassis drillings and bracket to accept a Land Rover power steering box. You will have the pulleys and power steering pump already on the 300Tdi engine, ready for connection to the steering box, and other steering parts from your 90. It's a much safer bet than converting an old SIII chassis, and you'll have a relatively modernised SIII that will last. The original steering column system will not connect, but you have the 90 parts, assuming they weren't damaged in the accident.

Ed Evans



This shows how a power steering box would be located. This chassis is built with standard SII engine mountings, so extra work is needed in setting up the steering pump



D3 and Range Rover Sport parking brake system uses brake shoes on the rear axles...



...which operate on the drum face machined inside the brake discs

DISCOVERY 3 PARK BRAKE

Q I have bought a 2008 diesel Discovery. When I first tried it on the forecourt the auto transmission was in 'park' but the handbrake was not on. So I tried the parking brake several times to check it came on and off quickly and quietly as advised in your buyers' guide. The salesman said he never uses the park brake on automatic cars because they are secure enough with the auto selector in 'park', adding that not using the park brake means it won't develop any faults. This seems a good idea because I've heard £1000 repairs for park brake faults. **M Belling, York**

A Yes, the Discovery 3 and Sport have the same electronic park brake assembly. An auto can be left in 'park' and be reasonably secure from rolling. But it's a bad habit to get into, and the vehicle should be held with the park brake, especially on a slope. If someone runs into your Sport while its parked, the impact will be taken by the transmission if the rear wheels are not locked by the park brake.

As for not using the park brake as a way

of avoiding problems, I would say the opposite is true. If the brake is used as intended, the brake shoes, cables and motor are less likely to stick or seize in the long term.

If the park brake is never used, the system may become partially seized and you won't know that problems are developing until the annual MoT test when the tester will try the brake, and fail it if it doesn't release fully. You are then committed to a potentially large bill, and the vehicle off the road until it is sorted.

Early problems with park brakes were mostly due to accumulation of dust in the park brake drums (which are inside the hollow hub of the rear brake discs) and incorrect setting of the brake shoes. Cleaning and setting is a normal service check nowadays.

As with most things, it's a case of use it, or lose it. The same applies to air suspension and high and low ratio selection – even if you don't use them, take them through their cycles once a month to keep things free. Likewise, diff lock on earlier vehicles and four-wheel drive selection on Series Land Rovers.

Ed Evans



FREELANDER 1 STARTER ISSUE

There are several variations of Freelander 1 starter motor. The new starter seen here being fitted to an L-series diesel was fine, but faulty products do happen

Q Can you advise me regarding my Freelander 1998 petrol 1.8 with 78,000 miles on it? My starter motor became intermittent and I was having to bump start the engine, so I had a reconditioned starter fitted. After five weeks this also became intermittent. Sometimes it started off the key with no problem then, for no reason, nothing. But if I then rocked it in gear it would start off the key, or fire immediately on a bump

start. When I turn the key the dash light doesn't dim, it just does nothing. I've returned the starter to the supplier, who will strip it and let me know, but they've never had a fault before! The starter they supplied was physically bigger than my original, and they said it was more powerful and that they no longer recondition my version.

Do you think I got a faulty one? The AA patrol that came out said that possibly

the bushes were not replaced during reconditioning. He could see the solenoid was new, although that may have been faulty. The four brushes on the original starter were worn down to nothing. Could it be anything else?

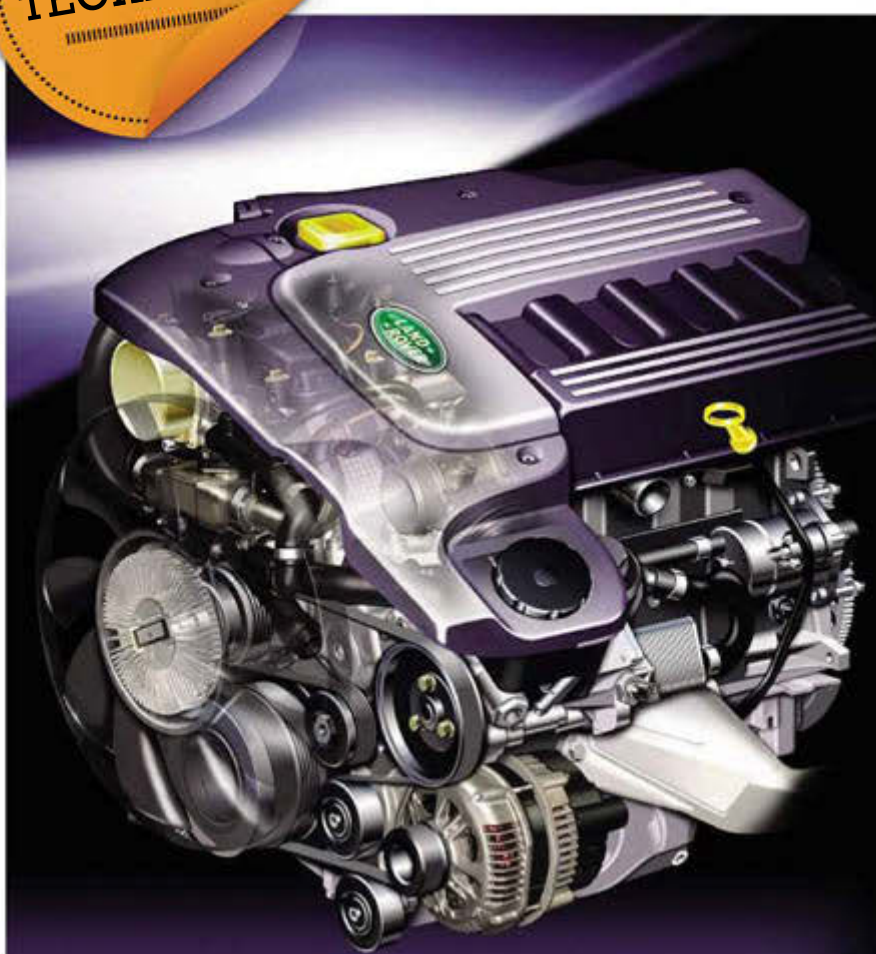
Janette Meadows, Cornwall.

A It is amazing how many times I have heard a supplier say they have never had a problem with a part before. There have been various models of starter motor used on the Freelander so I'm not surprised that your new one looks different. Various things could cause the starter to play up, but all of them would have been apparent as soon as the new starter motor was fitted.

I assume that you checked the wiring connectors to the starter were clean and in good condition when the starter was changed? If they were poor, you would have had problems as soon as the starter was fitted, but it's good practice to check and clean any wiring connection and clean when anything is disconnected. Also check the engine earth straps. The ignition switch will not be at fault in this instance because you say rocking the engine is freeing off the starter.

I am surprised that your supplier is stripping the motor to check it, it should have been a warranty replacement.

Sam Clarke



{KNOW YOUR}

RANGE ROVER Td6 DIESEL ENGINE

It's old technology now, but the 3.0-litre six-cylinder diesel remains dependable. Ralph Hosier explains all.

Story: Ralph Hosier

Pictures: Ed Evans & Land Rover



The third generation Range Rover's Td6 diesel is a BMW engine; the vehicle being developed during the time when BMW owned Land Rover,

and prior to the company being sold to Ford. The BMW six-cylinder diesel engine has a long and, to be honest, remarkably successful history. It's a story of incremental development, rather than tearing up an earlier design and starting again. In fact, the first incarnation of this engine arrived in the early 1970s, in the classic BMW E30 3 Series.

The Td6 diesel in the L322 Range Rover is otherwise known as the M57 3.0-litre diesel, and was a later development of the M51 2.5-litre engine found in the P38 Range Rover. Higher power levels are possible with the M57 and, in BMW vehicle applications, it produced up to 282bhp in the version designated as M57TU2D30. However, to avoid the new Range Rover having higher performance than saloon cars in either the Ford or BMW range, it's version of the engine was limited to just 175bhp, lower than any application in the BMW line-up.

Although it is commonly referred to as a 3.0-litre, it is in fact 2,926-litres. Due to the Range Rover weighing in at just over two and a half tons, this power level

meant performance was relaxed, which is perhaps the only criticism we can throw at this engine. This lower performance specification actually helped the engine's reliability. Other versions of this engine in the BMW range had a device known as a swirl flap, which closed off half the intake ports at part load to increase turbulence and thus combustion efficiency. But, ironically, it was known to occasionally throw a flap into the engine, resulting in severe damage. Not so on the Range Rover version which is devoid of swirl flaps and will happily munch through a couple of hundred thousand miles with little trouble. A case of simpler is better. Despite its reliability and relative smoothness, the lack of power soon became a bit of a sore point, but there was little Land Rover could do.

Most cars take over three years to develop before production can start, and the third generation Range Rover was no exception. So the initial engineering work started when Land Rover was under BMW ownership, but the company was sold to Ford two years before the third generation Range Rover's launch in 2002, so the M57 engine never received any further development with Land Rover, and was replaced for commercial reasons by the Jaguar/Ford/Peugeot TDV6 in 2006.

Tuning potential

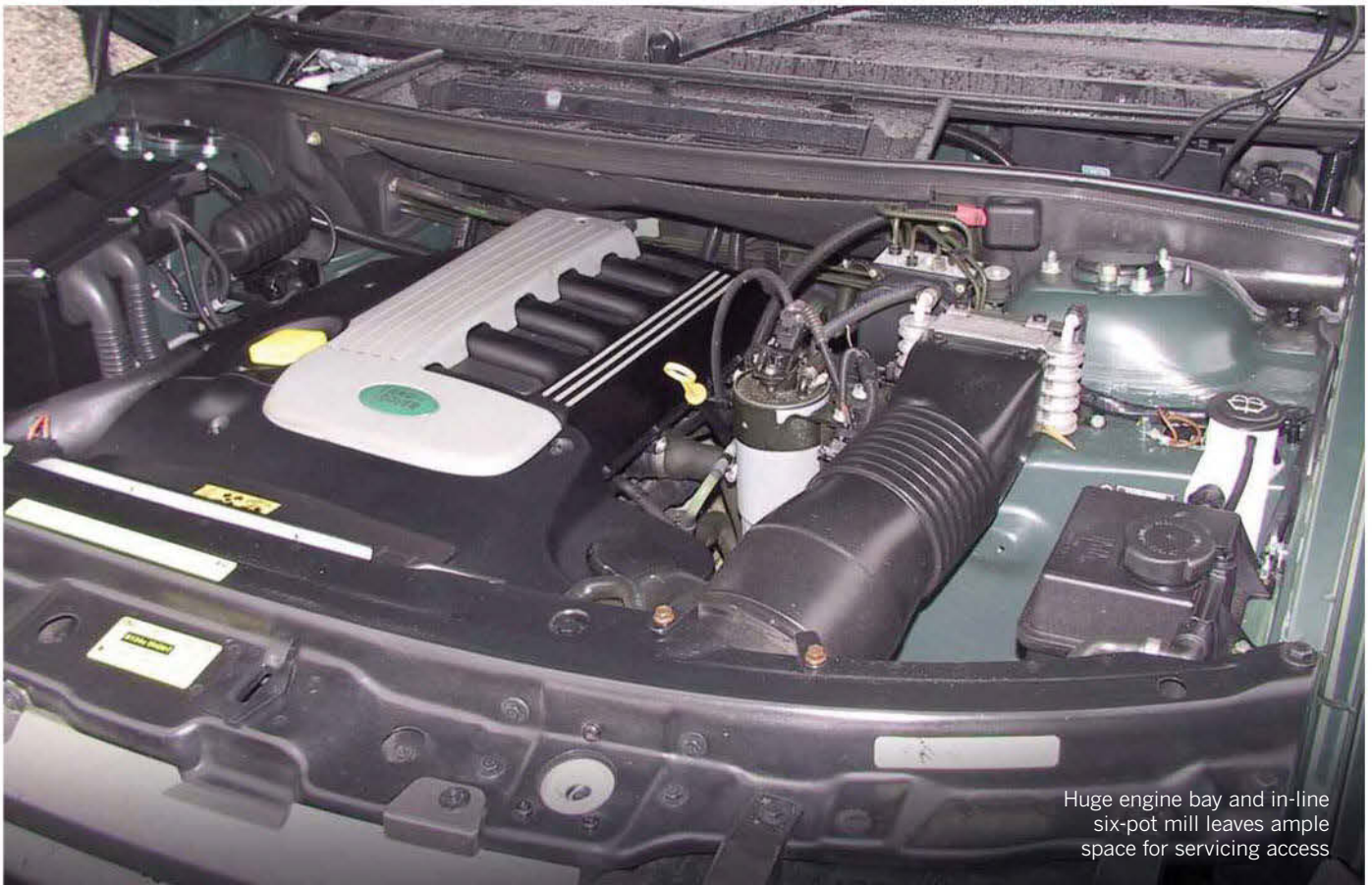
Land Rover's split with BMW may have stopped development, but that hasn't stopped enthusiasts all over the world continuing where BMW left off by exploring the full potential of this smooth and capable straight-six engine. Because of the capability of the base engine, tuning is a viable option, and just a chip tune will gain up to 20 per cent on power and torque. This makes the car significantly nicer to drive and has minimal impact on fuel consumption. To go much further requires using the turbocharger setup from the higher-powered engines along with a bigger intercooler, all of which is available in bolt-on form.

There are numerous reports of people running these engines in excess of 215bhp with no issues. Durability seems to be one of the engine's strong points, and mileages well over 200 thousand are perfectly feasible.

Having said that, although the engine can take it, the transmission may not be quite so happy. There was no manual option on this car, and all Td6 Range Rovers had the GM 5L40E five-speed auto with a torque capacity limit of 250lb ft which is already below the Td6 max of 287lb ft, so any tuning will probably reduce gearbox life.

At launch, the technically and stylistically advanced L322 Range Rover was offered with the 3.0-litre six-cylinder diesel, or the alternative 4.4-litre V8 petrol engine

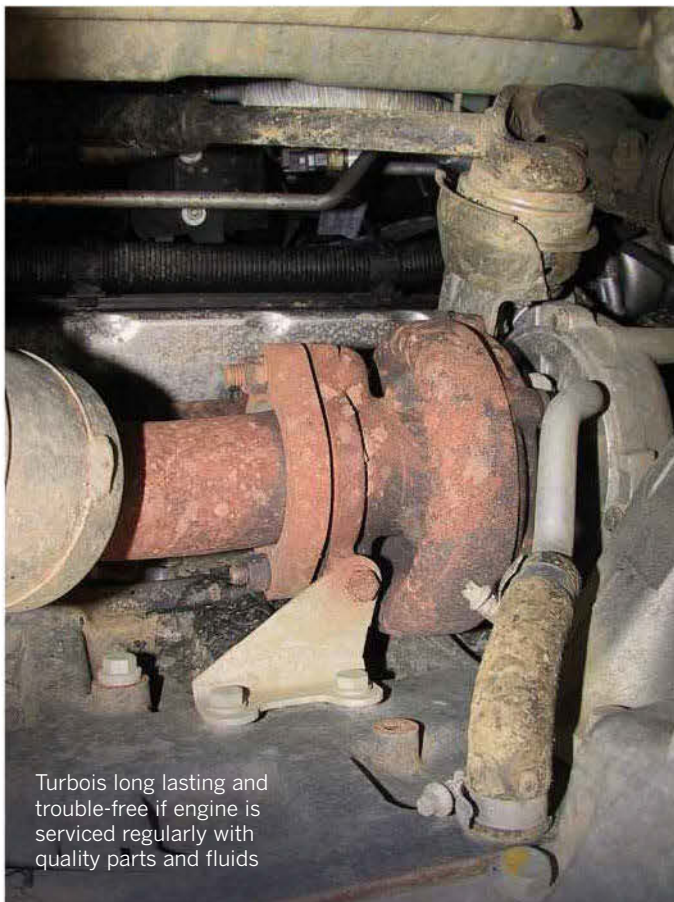
“Td6 diesel engine is based on BMW’s M57”



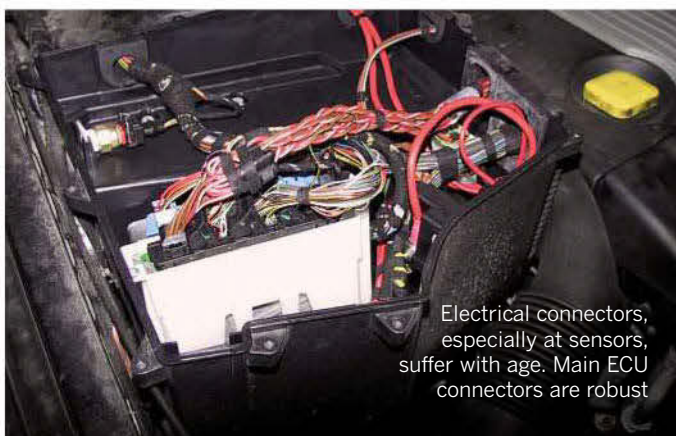
Huge engine bay and in-line six-pot mill leaves ample space for servicing access



> SO, WHAT COULD GO WRONG?



Turbos long lasting and trouble-free if engine is serviced regularly with quality parts and fluids

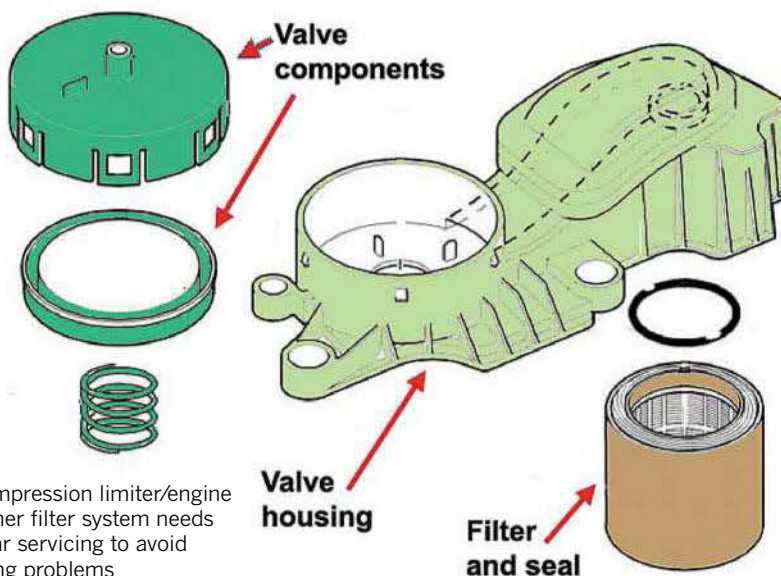


Electrical connectors, especially at sensors, suffer with age. Main ECU connectors are robust

DESPITE ITS perceived reliability, things can still go wrong. As ever, the problems arrive when servicing is neglected. Stories of misfiring, turbo failure (more on that later) and engine runaway can usually be traced back to missed oil changes or using incorrect parts and fluids during servicing. The M57 engine is very reliable if correctly maintained, most crucially keeping up with oil and filter changes to prevent turbo damage (the turbo bearings being lubricated by the engine oil system). Failing to change the fuel filter, or using poor quality fuel, can result in injector failures.

Engine breathing

The crank case ventilation system (also known as the decompression limiter) has a filter in the oil separator, which has been known to clog, causing oil to enter the inlet and leading to blue or black exhaust smoke. In addition, the sump can pressurise and prevent oil flowing through the turbo, resulting in turbo failure and potentially causing engine runaway and severe engine damage. The filter should be changed regularly, but is frequently missed off service schedules. BMW solved the issue by designing a replacement cartridge with a cyclone-type oil separator that does not need changing. The part number is 11127799224, and only



Decompression limiter/engine breather filter system needs regular servicing to avoid running problems

available from a BMW stockist. This is the same breather system which we showed being replaced in the Freelander 1 Td4 engine in *LRM* April 2015, so that feature also applies to the Range Rover's Td6 engine.

Turbo troubles

This failure causes the turbocharger

bearings to wear, allowing the turbo shaft to wobble, which makes it whine, and this is the first sign of problems. If you keep driving with a noisy turbo, the wear will only get worse. As the bearings in the turbocharger continue to wear, oil starts to leak past the seals into the exhaust and into the engine intake, resulting in blue smoke. The oil mist in the intake



Fuel injectors and pipework are relatively accessible once the engine's acoustic cover has been removed

IN CONCLUSION

THE Td6 is a much underrated engine, and it can be a reliable and relatively economical option as long as it is correctly maintained. If you're looking for a performance diesel, then a later TDV8 is a much better option, but if you just want to get from A to B without fuss, then a well-maintained Td6 will stand you in good stead, and it is always tuneable.

condenses in the intercooler and it is possible for several litres of oil to end up in there, which can suddenly blast through the engine if you happen to accelerate hard out of a corner, resulting in lots of smoke, potential misfire and engine damage.

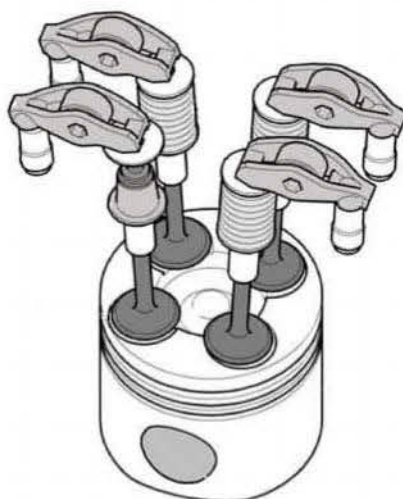
A replacement turbo can be had for under £1000 new if you search around, and can be fitted by a competent home mechanic in a day. But if you are getting a new turbo, you must change the crank case filter at the same time, because that is very likely to be the reason the turbo failed in the first place.

After a turbo failure the whole intake system is likely to be coated in oil, so removing the intercooler and hoses for a good clean is sensible too. The oil tends to soften the rubber hoses, so if you want the car to last, replacing the hoses is a good move. These hoses can split or leak under the clips, causing a loss of boost pressure, and the engine may put too much fuel in, resulting in loss of performance and white smoke from the exhaust. If that happens, thoroughly check the hoses from the turbo to the intercooler, and from the intercooler to the intake manifold.

Fuel injectors

The fuel injectors won't last forever either.

Four valves per cylinder and an efficient combustion design for its day allowed the weighty Range Rover to deliver around 26mpg



Hard carbon deposits form on the injector tips which reduce performance and result in rough running with the potential for misfires. Td6 injectors are relatively easy to change but can be a bit pricey, so if yours are suspect it may be worth removing them and getting them flow checked by a specialist before committing to new parts.

Lubrication

Fully synthetic diesel engine oil is recommended. This has less tendency to form hard carbon deposits in the turbo bearings and other parts, and helps longevity. The oil filter is an element type that fits inside a screw top housing, as is common to most BMW engines of that era. As ever, beware of fake parts – no one wants an oil filter breaking up and destroying the engine.

Piping and wiring

It's thirteen years since the Td6 was introduced and by now the rubberised components will be perishing, so look out for leaks on the turbo actuator tube, EGR actuator tube, coolant and fuel hoses. The electrical connectors can also degrade and become brittle, so avoid removing them unless absolutely necessary. A faulty connector on the fuel pressure sensor or engine speed sensor can make the engine run very rough, as can a faulty fuel injector connector. The connectors can be renewed but the terminals must be fitted using the correct crimp tool. Things to check if your Td6 starts misfiring are the injector loom, the ECU connectors and the engine fuse box. Give them all a good wiggle to see if a loose or corroded connection is causing your problem.

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THANKSTO: Anthony Brown of classic Land Rover restorers, AB 4x4s in Cleveland for supplying Series III dashboards for this feature, and to Workshop Manager Stevie for help with photography.



Tony Brown shows how to recover a battered facia.

{SERIES III}

DASHBOARD FACIA REPAIR

Even the best restored Series III can be let down by an unsightly hardened or cracked dashboard. It may have been butchered by a previous owner fitting extra switches and sockets, or age and sunlight might have cracked and split the surface. If you simply try to recover it with vinyl, all the underlying defects will show through, leaving a less than perfect result. Visiting local car and domestic upholsterers, I found a great lack of enthusiasm for the task: "It's a very difficult job. We, and the customer, would end up dissatisfied with the result, and all in all, we really would rather not bother!" This forewarned me, so I wasn't expecting any easy answers.

There are two main problems in re-covering a dashboard. First, the loss of underlying foam and how to replace it with something similarly flexible and, second, how to recover it without creases, folds and without showing every small surface blemish. Expanding foam in a can would provide a suitable dashboard foam replacement, but it is unpleasant stuff to use and, once some foam has been ejected and left to set, that can is probably not usable again. Flexible body fillers are too rigid, but cartridge-based silicone sealant is ideal and has a similar

flexibility to the original foam.

Some type of intermediate layer between the old dashboard and the new vinyl cover is advisable to even out small surface irregularities. Thin upholstery

foam, rubber sheet and polyester padding were considered, but 'curtain interlining' from a local haberdashery proved best. This thin, flexible type of polyester padding has sufficient body and flexibility to do the job without being too bulky.

The new vinyl surface covering needs to be bent around curves in two directions, so a very flexible, slightly stretchy material was sought. The same haberdasher had two grades of black vinyl, a lightweight and a dressmaking grade, and it was the lightweight version that proved sufficiently flexible, with an attractive grain and was ideal for this job. It is likely to be supplied folded, so roll it immediately on your return home, otherwise you will be left with corner marks when you come to fit it.

The secret of success, as with many renovation projects, is in the preparation.

We are considering the complete facia assembly here, in three main sections. These are, the facia top rail (top padded section along the windscreen), the lower facia (across the bulkhead below the vents), and the small end cover on the passenger side of the lower facia.

The first job is to remove these individual sections, or whichever ones need to be repaired. That is a straight forward job and is detailed in the workshop manual.

**TONY BROWN**

■ Tools: Craft knife, medium width filling knife, pallet knife for glue, cartridge gun, orbital sander, felt pen, six large bulldog clips

TIME	COST
16 HOURS	£35

DIFFICULTY RATING

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> PREPARATION

THE FACIA top rail, having been exposed to the sun's UV rays, will probably be in poorer condition than the lower section. When checking the back of the top rail where the original covering is clipped, you'll notice the original vinyl was soft and pliable, whilst the front is now brittle, cracked and unsightly.

Remove the original spring clips at the top and bottom rear edge using a sharp point to lever them off; these will not be reused as the new vinyl will be attached using impact adhesive.

If you have many surface defects it may be necessary to chip off all the old vinyl

covering. Some of this hardened vinyl may have become detached and will flick off easily, whilst a small craft knife will be required to separate any that is still attached to the underlying foam base.

Do this with care, as any foam that is damaged at this stage will need repair later. Adjacent to the screen vent recesses, are four short 30mm wide strips of foam. If you have to strip the old vinyl here, these have a tendency to detach themselves from the steel base.

Lift them up, slide some double-sided adhesive foam tape beneath, and press them back down.

The lower facia section and its end cover, with fewer defects, may be repairable without completely stripping the original vinyl covering.

Clean the surface and remove any cracked vinyl edges that protrude from the surface using a sharp blade.

From this point, the repair procedure is the same for both sections. After ensuring that the defects to be repaired are clean and dust free I have identified two alternative techniques for applying the silicone sealer – freehand filling, and taped filling, as explained in the next section.



1 First, remove all fittings including two screen vents from the facia top rail, and the two hot air vents from the lower facia shown here.



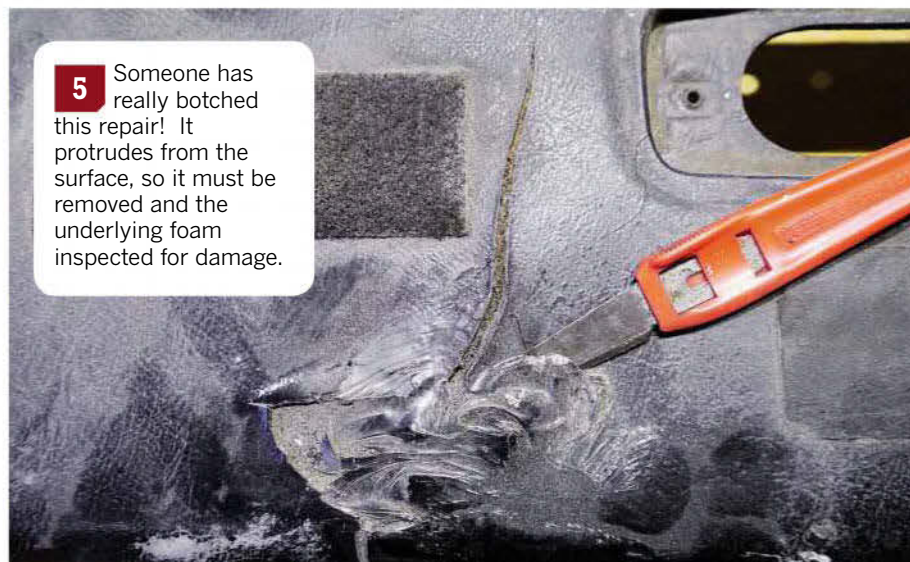
2 All three facia sections will need a thorough clean, especially at the rear where the final edges of the vinyl will need to be glued.



3 This facia top rail, more exposed to UV light from sunshine, has suffered more substantial damage to the covering vinyl and underlying foam padding.



4 Protruding edges of old vinyl must be removed, whilst other areas that need stripping can be loosened using a small craft knife.



5 Someone has really botched this repair! It protrudes from the surface, so it must be removed and the underlying foam inspected for damage.

MATERIALS YOU WILL NEED

- 1.5m of 1400mm wide curtain interlining or other thin padding
- 1.5m of 1400mm wide lightweight or other very flexible black vinyl (rolled)
- Spray adhesive
- Impact adhesive
- Double-sided adhesive foam tape
- Thin 50mm parcel tape or similar
- Cartridge of silicone sealer
- Medium grade sandpaper
- Offcut of aluminium sheet for radio blanking plate
- 4BA nuts, bolts and screw cups for plate

WORK SAFELY

- Take great care using craft knives and blades.
- Ensure adequate ventilation when using adhesives.

> FILLING THE VOIDS

Taped filling method

Inject silicone sealer or a similar flexible cartridge filler into each defect in turn, applying a small excess in each case. Then apply 50mm-wide self-adhesive tape to smooth and shape the surface, massaging the sealer through the tape to remove high points. It is important to apply the tape along the contours of any curve to reproduce the correct shape. The tape cannot be removed after the sealer has set because it adheres too firmly and the filler would be pulled out of the defect. The tape is thin enough not to cause problems. This method works well on both flat areas or single curves. The

sealer takes longer to set when covered with tape, but can be sanded later.

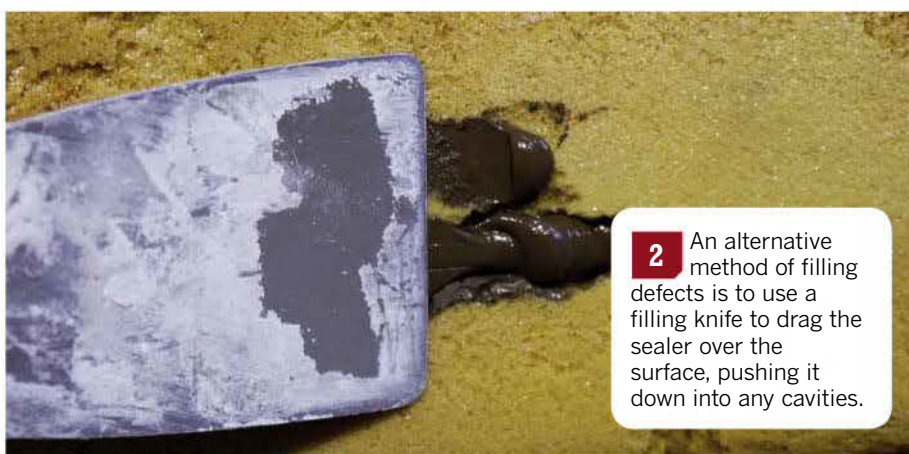
Freehand filling method

For corners, double curves and flat areas, use a flexible filling knife to drag and smooth the sealer over the surface of the foam or old vinyl. Be prepared to under-build, adding extra coats later. Pay attention to the front edge of the upper fascia rail, as this defines the final shape after the new covering is added.

Whichever method you use, once the sealer has set you can sand it by hand or use an orbital sander on any high spots until you are happy with the result.



1 Any setting cartridge-based sealer will fill the voids, but avoid thick deposits which take longer to set. Add further thin layers if necessary.



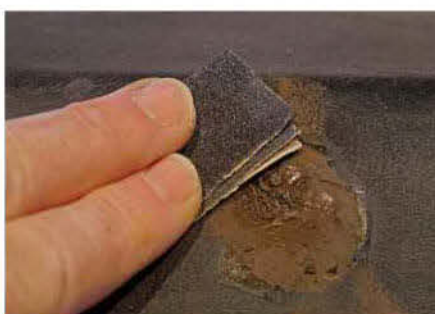
2 An alternative method of filling defects is to use a filling knife to drag the sealer over the surface, pushing it down into any cavities.



3 Use tape to flatten the surface, but remember that it must be left in place as the sealer is likely to adhere to it permanently.



4 Use a blade to trim off localised excess filler, such as where holes have previously been drilled for the fitting of additional switches.



5 When the surface is almost flat, a medium grade sandpaper is ideal for achieving the best final result, but be sure that the sealer is fully set.



6 Orbital sander (here seen on lower fascia) works well on both flats and curves. Check frequently by hand to feel the surface shape.



7 After sanding, the surface should look like this. Small imperfections are unimportant, they will be covered by padding later.



8 Here is the fascia top rail after several days of applying layers of sealer (allowing time for each layer to set), and final trimming.

> RE-COVERING THE SECTIONS

Lower facia padding

Sprayglue the entire front of the unit and just over the back edges. Lay the padding over the wet glue, smoothing it out as you fit it.

Trim round the edge with scissors to leave just enough to fit over the edges. Push the trimmed edges over the metalwork and press into position behind. Be sure to cover all edges that will be exposed in the final result, and leave enough spare space on the metal at the back to allow room for the vinyl to be glued on later.

As the flexible padding is applied, it will become obvious which areas will be difficult when later fitting the vinyl, especially the double curved end of the lower unit, and the small end section.

Lower facia vinyl

Make sure that you work in a warm room and that your roll of vinyl has also been kept warm. Clip the vinyl temporarily in place over one long straight edge using bulldog clips. There may be places where a light woodworker's clamp may be handy, but be careful not to damage the delicate surface of the vinyl. Pull the vinyl over the surface and use the bulldog clips on the other long edge. Experiment by pulling and tugging at the vinyl to coax the material over corners without creating

visible folds. If you have sourced a lightweight, flexible vinyl, then it should be just possible to reposition the vinyl in different ways to share the stretching and folds evenly. When you are ready to complete the job, use impact adhesive to replace the clips along one long edge. A thin smear of adhesive can be applied with a narrow, flexible knife to the vinyl flaps which fit over the edge, and to the corresponding parts at the rear of the unit, just beyond the edges of the padding. Give it plenty of time to dry, at least touch dry, before making the bond.

Do the same to the other edges remembering now to pull the vinyl tight over the surface before fixing it in place. Try to keep the main face surface of the unit on top where you can check it regularly for flatness as you attach the second long edge, and be prepared to unfix some of the previous joints once or twice to avoid creases or baggy bits. Leave the end with the corner piece until the two long edges have been secured – this is the really difficult bit, which reminds you why the professional upholsterer wanted nothing to do with the job.

When working on the two square air vents, cut a cross using a sharp craft knife. Then cut and scrape any padding and glue from the edges of the recess and

the screw recesses, and use the four triangular flaps to pull the vinyl tight as you close the glued surfaces. Then cut off the flaps.

The small end section can be completed in a similar fashion. It will be necessary to make some adjustments by making some cuts and removal of corners to cope with bulkiness at the fitting edges.

Covering the facia top rail

The polyester padding can be taken to the edges of the unit and trimmed closely round. At this stage, cut out the screen vent openings using the plastic screen vent unit to see where the padding can stop. Again, bulldog clip one long edge and glue the opposite. This will enable you to stretch the vinyl a little when gluing the second long edge.

An additional complication of the facia top rail is that some slots will need to be cut in the vinyl to accommodate the screen vent units. To maintain tension on the vinyl that covers the top, the sides of the long edges of the slots will also need to be glued onto the metal backing. It is best to have a screen vent unit to hand so that it can be frequently tried into position to ensure that it can be seated, but that it also covers all the cut edges of vinyl.



1 Remove all the old edge clips used to retain the original vinyl. A sharp pointed bradawl pushed under the edge is ideal for this.



2 Spray the surface with adhesive, and around the back within 10mm of the edge so the padding can be wrapped around (lower facia shown).



3 Having cut a generous piece of padding to overlap all round, apply to the glued area and smooth it down into crevices and round the back edge.



4 Trim round the edge allowing just enough to pad the metal edges, then attach behind, but leaving room here for the vinyl to be glued later.



5 Slots for the facia top rail's screen vent holes need careful trimming. The padding need not go over the edges as the vents will cover these.



6 Try the screen vent units in place regularly to ensure that the padding covers the areas beyond the vents, but does not obstruct their fitting.



7 When padding is completed, the fascia top rail should look something like this, and it is now ready to have the new vinyl cover fitted.



8 The lower fascia's padding is completed similarly, with padding trimmed around the front air vent holes. The radio hole has been left covered.



9 Bulldog clips are an excellent way of temporarily attaching the vinyl cover. These allow some experimentation to achieve correct gluing position.



10 Remove the bulldog clips from one long edge and apply a thin layer of impact adhesive to the fabric with a flexible pallet knife or similar tool.



11 Follow this by applying it to the metal rear and wait patiently for the adhesive to become at least touch dry before bringing them together.



12 On the fascia top rail, when the vinyl is stretched and attached, cut and glue around the screen vents to maintain tension, and try the vent units in.



13 Lower fascia end cover gets similar treatment. Be prepared to undo glued joints to re-adjust tension to avoid creases.

> THE RESULT

How did I rate the result after completing the first set of fascia components? Whilst not absolutely perfect in every respect, the end result was very good with no significant irregularities in the vinyl surface, apart from some minor creasing near one edge of the lower section, which should improve with the extra tension caused by the fitting of all the vents and accessories. No doubt I will improve with practice, however this is definitely a project only to be undertaken if you have a good working space in a warm environment (to keep the vinyl workable) and plenty of patience.



1 The sections have been padded and covered. There should be extra tension on the vinyl once accessories and edge fastenings have been installed.



2 Stevie of AB 4x4 checks the upper section fixing recesses, ensuring fittings such as plastic screen vents and end caps will fit correctly.



3 All three sections of the dashboard are now in place and awaiting a good dose of elbow grease to remove finger marks from fitting.

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DRIVE FOR PERFECTION

Richard Hall explains how Series axles, diffs and hubs work and how to get the best from them

Pictures: Richard Hall and Land Rover



SURVIVAL GUIDE





“Although refined over the years, Land Rover's basic axle design lasted from 1948 to 1984”

Big, strong beam axles front and rear have played a big part in making Land Rover's reputation for durability and off-road performance ever since the first Series I rolled off the production line in 1948. Although progressively refined and updated over the years, the basic design lasted right through to the end of Series III production in 1984, and the axles fitted to the Range Rover Classic, Ninety / One Ten, Defender and Discovery 1 owe much of their design to the 1948 original. This Survival Guide looks at the various types of axle fitted to Series vehicles, considers their main weak spots, and explores the extent to which axles and components are interchangeable between the various models.

The early Series Is (1948-53) drew heavily on the axle design used in the wartime Jeep. These axles differ in some important respects from the 1954-onwards versions. They have mounting points to suit the much narrower spring fitted to the early Series I, and the front axle uses Tracta-type universal joints rather than the more familiar Hardy Spicer-type. Early Series Is also have 4.88:1 ratio differentials rather than the 4.7:1 that later became standard. With original, early Series Ones now commanding very high prices it is unlikely that many people will be looking to

change these early axles for later ones, so this article will concentrate on post-1954 vehicles.

Front axle

The basic design, common to almost all Series vehicles, consists of a strong pressed steel axle case, with chrome swivel balls bolted to flanges welded to each end. Cast swivel housings pivot on an upper bush and lower roller bearing pressed into the swivel ball, with the brake backplate and stub axle bolted to the outer face of the swivel housing. The housing itself is filled with oil, and a large circular rubber seal between the swivel housing and the chrome ball, which (at least in theory) keeps the oil where it should be. The differential is self-contained within a substantial cast housing and secured to the casing with a ring of nuts and studs. Halfshafts have ten splines on the inner end, and either ten or 24 on the outer depending on model and year. They are fully floating, with the outer end being retained in position by the drive flange and a bearing in the centre of the chrome ball to support the joint. Some later axles have a plain bush at the inner end of the stub axle to provide additional support. The inner and outer ends of each halfshaft are connected by a Hardy Spicer universal joint, lubricated by the oil in the swivel housing.

Up to 1960 the upper swivel bush consisted of a tapered, spring-loaded cone bearing on a brass seat, with the steering arm splined into the cone and mounted on the top of the swivel housing. This proved unsatisfactory; the splines on the steering arm tended to wear, leading to an alarming steering shimmy at speed. So the 'cup and cone' setup was replaced with a plain, large diameter steel pin inside a composite-lined steel Railko bush, and at the same time the steering arms were moved to the bottom of the swivel housing.

Around 1967 the differential stud design was changed. Earlier axles had BSF bolts screwed through the casing from the inside and lockwired in place. The lockwires tended to break making it impossible to undo the nuts, so the bolts were replaced with flat-headed splined 3/8in UNF studs which seldom give any problems. For the launch of the Series III in 1971, long wheelbase models received stronger halfshafts with 24-spline outer ends and drive flanges. The hubs were given stronger M16 splined wheel studs to replace the smaller threaded and pinned type. In July 1980 the stronger 24-spline axle was adopted for short wheelbase vehicles as well. Three months later, as previously mentioned, the stub axle was redesigned to incorporate an internal plain bush. At the same time the hubs



were redesigned and now had equal-sized inner and outer bearings and a new design of inner seal.

For the launch of the 109 V8 (Stage One) in 1979 the axle design was substantially modified. The spring mounts on the axle casing were relocated to tilt the nose of the differential upwards, and the halfshafts were fitted with constant velocity joints to cope with the demands of permanent four wheel drive. This necessitated enlarging the inside of the swivel housings and redesigning the upper and lower swivel pins to provide additional clearance. The differential was changed to 3.54:1 ratio, identical to that used in the Range Rover at the time. Parts for these axles are now very hard indeed to obtain.

Finally, a very small number of Series IIIs (mostly One Ton models and armoured car conversions) were fitted with heavy-duty Salisbury front axles. These have the chrome swivels welded to the axle casing. It is unlikely that you will come across one, but be warned that if the swivels are rusted, having them replated will not be cheap.

Rear axle

All post-1954 Series Is (apart from a few very late ones) shared the same axle design, with a welded steel case and differential similar to that at the front. The halfshafts and drive flanges were machined in one piece, with single row wheel bearings (as opposed to the twin taper bearings at the front) pressed firmly onto the shaft. These usually need a very large press to remove and replace. For the

launch of the Series II in 1958 the halfshafts were made 'fully floating' with the same hub and wheel bearing design as at the front. This basic design was carried through to the end of short wheelbase Series III production with few changes. All these Rover axles have ten splines on the halfshafts at both ends.

The long wheelbase Series II had the rear springs spaced further apart than the short wheelbase, so the spring mounts on the axle casing were relocated to suit, and lower shock absorber mounts were welded to the axle casing rather than forming part of the spring retaining plate as on the short wheelbase models. The design was arguably not quite strong enough for the heavier loads of long wheelbase models and gained a reputation for breaking halfshafts. As an interim measure Land Rover introduced a stronger rear axle as an option, bought in from ENV. These were never common and parts availability is poor.

For the launch of the Series III, a heavy-duty Salisbury rear axle was standardised for long wheelbase models. This is a heavy but impressively robust unit which seldom gives problems. Apart from the hub design being changed at the same time as the front in 1980 (with new stub axles to suit) the Salisbury axle remained standard on long wheelbase Series IIIs through to the end of production. The 109 V8 had a 3.54:1 ratio version of the same axle.

Maintenance

Oil level should be checked every 6000 miles, and the oil changed every 24,000. All these axles use EP90 gear oil, grade GL4. The drain

This page:
The large round pan that covers the rear of the differential can suffer from corrosion.

WHAT GOES WRONG?

AXLE CASINGS – can suffer from corrosion in the large round pan that covers the rear of the differential. It can be repaired, but requires welding to a high standard to avoid pinholes and leaks. Diff pans can also be cracked by over-enthusiastic driving in rocky terrain. Most rear axles have a hollow strengthening member welded to the underside: if rotten it constitutes an MoT failure.

Differentials – eventually wear and howl at speed, especially if run low on oil. They are easy to change after withdrawing the halfshafts, but the Salisbury unit requires a special casing spreader and it is usually easier to change the whole axle. Diffs are rebuildable but require the correct measuring tools and close attention to detail. The planet gear assembly inside the differential can break up leading to loss of drive. Broken teeth on the crownwheel and pinion are very rare, and usually caused by a crownwheel retaining bolt coming out and getting jammed.

Halfshafts – splines on shafts and drive flanges wear, giving a clonk when taking up drive. Rear halfshafts on Rover axles can snap when worked hard. The universal joints in the front halfshafts normally last well but can fail if the swivel housings are run dry of oil.

Swivel balls – the chrome coating becomes damaged, the rough surface chews up the seal and the oil then leaks out. If the damage is not too bad the housing can be drained and filled with semi-fluid grease (STC3435), but the hub bearings will have to be stripped and packed with bearing grease.

Swivel pins – the upper pin can wear badly if run when the swivel housing is dry of oil. On 'cup and cone' axles the splines on the steering arm wear and lead to inconsistent preload and steering wobble. The lower roller bearing can break up, again due to lack of oil.

Hubs – the threaded studs on pre-1971 hubs have a nasty habit of rusting to the wheel nuts and coming out of the hub when the nuts are undone. The solution is to drill out the hole to 9/16in and press in a repair stud (561886). Series III hubs do not suffer from this problem.

Wheel bearings – very robust, but can be damaged by over-tightening or lack of lubrication. The locking tab between the two large hub nuts should never be reused – a damaged tab can send metal fragments into the bearings. Hub seals fail regularly: OEM ones last longer than cheap replacements.

plug is at the bottom of the axle case and will either be a hexagon headed plug, female 1/2in square headed taper plug, or a slotted head plug. All bar the taper plugs have copper sealing washers which should be replaced as a matter of course. The location of the filler / level plug varies. On the front axle it is almost always on the front of the differential case, about halfway up. On most Rover rear axles there is a brass fill / level plug in the cast body of the differential: some late Series IIIs have a plug on the back of the differential case which is easier to access.

Salisbury rear axles have a taper plug which screws into the pressed steel rear diff cover and is easy to overtighten, distorting the cover.

Swivel housings are also normally filled with EP90, with a square-headed filler / level plug on the rearmost side of the housing, and a small hexagonal drain plug at the bottom.

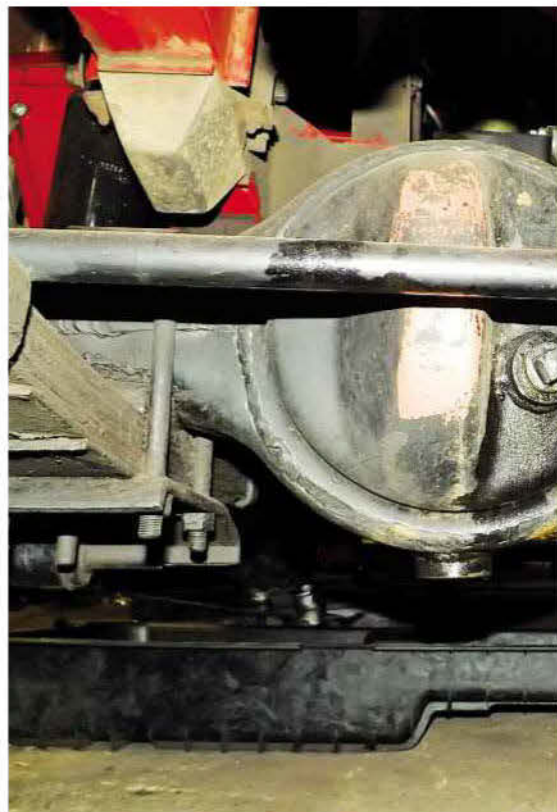
Hubs should be checked at every 6000mile service. Remove the brake drums and inspect each hub: if it is covered in oil, the hub seal has probably failed and will need to be replaced. At the same time, check that the brass axle breather (which screws into the top of the casing) is not blocked, by removing it and trying to blow through it. A blocked breather will allow pressure to build up in the axle, forcing oil past the seals. When replacing a

This page:
Oil level should be checked every 6000 miles and changed every 24,000

hub seal, check the 'land' at the inner end of the stub axle on which the seal bears. If it is scored or corroded the new seal will have a short life. On the earlier stub axles (with unequal sized inner and outer bearings) the land can be replaced: the later stub axles do not have this facility and have to be replaced as a unit if damaged. Hubs seals are RTC3510 for hubs up to 1980, RTC3511 1980-onwards.

Wheel bearings should be checked by jacking up each wheel in turn, and checking that it rotates freely without rumbling noises or roughness. Also grasp the wheel top and bottom and try to rock it. Significant movement will usually mean that the bearings are either worn or in need of adjustment. Apart from Series One rear hubs, the bearings are adjustable and should be set up as per the workshop manual. Wheel bearings are oil-lubricated and do not need to be packed with grease, apart from post 1980 front hub bearings. These have a seal inside the stub axle which prevents oil from the swivel housings reaching the bearings.

Front swivels should be inspected for pitting and oil leakage past the swivel seals. Also check for movement between the housing and ball by rocking the wheel for checking wheel bearings, while an assistant stands on the brake pedal. If you can still feel



“Diff pans can be cracked by over-enthusiastic off-roading in rocky terrain”





lack the removable housing but have a rubber-cased seal that can be hooked out with the appropriate seal removal tool. The later seal (FRC4586) is a direct replacement for the earlier one and does not need soaking overnight in oil before fitting. Check that the drive flange is not scored or damaged where the seal bears on it, and replace if necessary.

Seals on Salisbury axles are slightly trickier as the flange retaining nut also sets the preload for the pinion bearings, with a crush tube between the flange and pinion. You will usually get away with carefully marking the position of the nut, removing it (counting the number of turns), changing the seal, and then refitting the nut in exactly the same position so that the bearing preload is not altered. If the nut is overtightened the input flange will be very stiff and hard to turn, in which case you will need to replace the crush

axle with floating halfshafts can be substituted for the standard rear axle on any post-1954 Series I and is easier to work on.

Pre-1980 24-spline front halfshafts and drive flanges will fit in place of 10 spline ones and are slightly stronger but probably not worth the hassle unless your existing halfshafts are badly worn and you are offered a 24 spline set at the right price. Post-1980 front halfshafts are all 24-spline.

Series III hubs (pre-1980 with unequal sized bearings) will fit Series II and IIA axles, giving you the benefit of the much stronger studs. You will need to drill out the stud holes in the brake drums to 16.5mm to clear the larger studs. To fit the post-1980 hubs to an earlier vehicle you will need to change the stub axles, front halfshafts and drive flanges. The rear halfshafts and flanges are interchangeable between the two types of hub and stub axle.

On pre-1961 vehicles with the top-mounted or 'pendant' steering arms, the entire swivel assembly is interchangeable with the later Railko type. The track rod and steering drag link will need to be replaced as the length is different on the later design.

Free-wheeling front hubs were once a very popular aftermarket accessory on Series vehicles. There are several different designs of which the most common are Fairey and AVM. Automatic hubs occasionally turn up but were expensive when new and are now very rare. The dismantling procedure varies according to the type of hub. It is debatable whether they give enough of a fuel saving to be worth fitting, but they save a lot of wear and tear on the front drivetrain. A vehicle fitted with free-wheeling hubs should be driven for several miles each month with the hubs engaged (but the transfer box in two-wheel-drive) to ensure that the upper swivel pin remains lubricated.

movement with the brakes applied, there is excess play in the swivel. This can often be taken out by removing a couple of shims from under the top swivel pin, or replacing the fibre thrust washer inside the top Railko bush (1961-on axles). When adjusting swivel preload in this way the track rod and drag link should be disconnected from the steering arms.

Differential input seals wear and fail with age leading to oil dripping off the bottom of the input flange. On Rover differentials the seal is fairly easy to replace after removing the propshaft and undoing the large central nut which secures the drive flange: this is retained with a split pin, which is often rusty and hard to remove. Always use a new split pin. Older differentials have a separate seal housing retained by six bolts, and a steel-cased leather seal which usually needs to be drifted out from behind to remove it. Later differentials

This page:
Series III hubs will fit Series II / IIA axles, giving the benefit of the stronger studs

movement in the pinion flange relative to the differential housing. If the flange can be wagged about, either the retaining nut is loose, the preload incorrectly set or the bearings shot. On Rover differentials the preload is set with shims.

Upgrades and improvements

The Salisbury rear axle will fit any long wheelbase Series II or IIA but will require the propshaft to be changed for the Series III version. It is possible to fit a Salisbury to a short wheelbase vehicle, but this requires new spring mounts welded to the axle casing.

The later (1958-on) short wheelbase rear



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DISCOVERY 1

1996, Discovery 1, 300Tdi, green with grey interior, manual, seven seater, 210,340 miles, three previous owners, MoT until March 2016, new exhaust, bodywork in good condition, no rust in usual places, very reliable, good runner, viewings and test drives welcomed, £1800.
07908 060722 (Bovingdon)



LAND ROVER 109

1974, Series III 109, ex-MOD, green, 33,000 miles, bulkhead is fine and chassis has minor surface rust, will require an MoT, engine is running, two engines as spares, £1000.
01597 860261 (Llandrindod Wells)

SERIES I

1949, Series I 80in, green, 78,000 miles, been sitting in a barn, chassis and bulkhead in good condition, non-runner, will require restoration, £2500.
07405 810970 (Clungrunford)



SERIES I

1949, Series I 80in with V8, green, four new Insa Turbo tyres with tubes, new rear springs, two new waterproof seat covers, new ball joints, new temp gauge, chassis very sound, flip front, starts on the button, also have available non-running 1951 80in V8 trailer and a pair of complete series axles, £POA.
01646 672397 (Moffat)

DISCOVERY 1

Very original three-door Discovery 1, three owners from new, me for the last 3 years and the owner before for

15 years, had lots of work done, but unfortunately fell foul of Land Rover arthritis, not been a problem until now, I can no longer maintain her, 200,000 miles, recent discs, replacement diesel injection pump, two brand new tyres and three excellent tyres, plus brand new h/d battery, every gear a dream, mechanically not a fault, needs about £100 in replacement parts and an inclination to replace the side steps and sills, if she had a good body she would last forever, loads of spares and five spare wheels, plus the set of original wheels, £750.
07752 151961 (Reddich)

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DISCOVERY 1

1996, Discovery 1, 300 Tdi, manual, seven seater, new MoT, recent service, cambelt, radiator and water pump replaced in last 1000 miles, good runner, £1800. 07932 744657 (East Kent)



DEFENDER 90

1988, Defender 90, diesel, red, 100,000 miles, stolen recovered Defender, parts missing, £1000.
07459 370292 (Bridgewater)



LAND ROVER 110

1986, Land Rover 110, 200 Tdi, B-reg, grey, hard top, ex BT, MoT Sept, galvanised roof rack, Fairy Capston PTO winch, drives well, £2850 ono.
07807263009 / philip.pratley@wychwoodwroughtiron.com (Ascott-under-Wychwood)



2x LAND ROVERS

972 and 1975, Land Rover Series 1s, petrol and diesel, needs some work, still restoring both, sold as projects, lots of new parts still in the boxes, solid frame underneath, both with V5, no MoT, £1200 each.
07459 569361 (Minehead)



DEFENDER 90 SWB

1988, 90 SWB, 2.5 Tdi (19J) engine, (LR 4C reg), 110,000 miles, rear bench seats fitted with 4 x auto lap belts, 2in lift kit fitted with Polybushes, new recent parts include, steering damper (upgraded type), timing belt kit and auxiliary belt (both 1000 miles ago), front prop shaft, tracking rod and arms, steering pump arm and seals, mid and rear exhaust, complete fluid and filter change (engine, gearbox, transfer box and axles, heating/coolant system flush), truck has solid chassis (no rust) with two small weld patches in its entire life, recent chassis underseal, all drive, transfers and gears work as they should, large dual terrain tyres (including spare), some rust on front door bottoms (usual place), a few dents and knocks (nothing major), has MoT but currently SORN, any questions please ask, £2995.
01732 868067 (Edenbridge)

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SERIES III

1977, Series 3 88in, petrol, 103,000 miles, hardtop, full rebuild, free wheel hubs, side windows, rear seats, 11 months MoT, good condition, £2300.
01946 861855 (Penrith)

£3000 - £4999



SIIA LIGHTWEIGHT

1970, rare SIIA Lightweight, 12V 2.25 petrol, tax exempt, MoT, nut and bolt restoration in 2007 on new chassis, new hood, tyres and seat belts, in great condition, one of the best you will ever see, £7995.
01983 613480 (Isle of Wight)



SERIES III

1970, Series III, short wheel base, 2.25 diesel engine, Series 3 gearbox with overdrive, green and white, average condition, used daily, galvanised chassis, bulkhead, etc., large off-road tyres and wheels, tax free, MoT 12 months, inside needs TLC, £4995.
01209714349 / 07846181926 (Cnwll)



SERIES IIA

1966, Series IIA, 2.25 petrol, all original, bronze green with ragtop, good condition, long MoT, tax exempt, free wheel hubs, towbar, new seats, new heater matrix, original Land Rover hydraulic winch and handbook, £3995.
01425 613397 (New Milton)



FREELANDER TD4

2004, TD4 S 2.0, lovely example, this grey 4x4 has recently had a new power steering pump, new alternator and belts, new exhaust back box and new rubber mats, I have had this car for almost a year, but I have to sell because I'm going to university, this car had one advisory on the MoT that hasn't been seen to and that is a rusty tow bar, this car is in brilliant condition and is very looked after, the only bad

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points about this car are two scratches on the passenger side door and the back door handle's cracked in the cold weather, but the door and handle work perfectly fine, bought this car for £3250 but am selling for £3000 because of the passenger door, car is due its next service and MoT in June, any questions about this car or if you want to come and view it then you are more than welcome to, £3000.
 07814 137960 (Neath)

DEFENDER 90

1995, Defender 90, 300 Tdi, Epsom Green, 110,000 miles, MoT until Oct, new exhaust, new alternator, stainless steel bull bar and front bumper, used daily, present owner 12 years, £4500.
 07970 823438 (Nottingham)

SERIES IIA AMBULANCE

1966, Series IIA, Ambulance, ex Royal Marines, 2.25 petrol, 57,600 miles, MoT Sept, tax exempt, original, unmolested, chassis excellent, brakes overhauled, new ignition parts, carb rebuilt, £4950.
 07578 361538 (Bexhill)

V8 ENGINE

Rover V8 engine, complete professional rebuild by Phoenix, twin SU carbs, new electronic ignition kit, starter motor clutch, alternator, manifolds, new plugs, still in packing case, rebuild completed Jan 2015, ready to go, £3250.
 01874 620018 (Brecon)



DISCOVERY SERIES II TD5 ES

2000, Discovery Series II Td5 ES 7 seater manual, 164,000 miles, unmolested example with rear air suspension and ACE, three former owners, MoT Jan 2016, folder of bills, bodywork not perfect, not off-roaded by me, new bits include radiator, starter motor, fuel regulator, clutch pipe, battery, LR mats, injector wiring harness, two new tyres, £3250.
 0113 250 6346 (Leeds)



DEFENDER 130 LWB ROLLING CHASSIS

1999, Defender 130 LWB complete rolling chassis with running 2.5 Td5 engine and gearbox, engine covered 160,000 miles, purchased as a project but unfortunately selling as not got the time or space to finish, been sat on my drive for months, no paperwork with this chassis, open to realistic offers, £3,000.
 07982304279 (Nuneaton)



DISCOVERY TD5 GS

2003, Discovery Td5 GS, 147,000 miles, very tidy and good condition inside and out, excellent runner and pulls really well, tow bar, 5 door, 7 seater, manual, PAS, cruise control, CD multichanger, 2 manual sunroofs (no leaks), 4 new all terrain tyres, 3 owners from new, most service history, MOT Sept 2015, 2 new airbags on rear suspension, ABS system replaced, (scuffs on nearside front bumper and very slight dent on offside front mudguard reflected in price), only selling as need a smaller automatic motor, £3,295, 07834761876, Redhill



DEFENDER 110 TDI STATION WAGON

1992, Defender 110 Tdi Station Wagon, 150,000 miles, reliable workhorse bought as second card and fun project for experienced mechanic, lots of renovation done over the last 4 years, replaced bulkhead, new suspension, new springs and shocks, new rear floor and cross member, new front windscreen, new front discs and pads, new rear seats, new B-pillars, etc.. Very good runner as she is but also lots more to do for an enthusiast, reluctant sale due to new business taking up time and space, £4999
 07985 560546 (Shipdham)



DISCOVERY II TD5 FACELIFT GS

52-reg, Discovery II Td5 Facelift GS, manual Td5 GS, 224,773 miles, full service history, next MoT October 2015, taxed until October 2015, full service history, all business mileage due to work, Allisport vgt turbo and intercooler, remap, K&N air filter, turbo booster pack, blue silicone hose kit, egr blanking kit, straight through exhaust system system, 20mm spacer kit, 2in heavy duty lift kit, heavy duty steering rods, terrafirma steering damper, Safari snorkel and many more upgrades, main reason for selling want a new project, £3700.
 07921 974428 (Maresfield)



DEFENDER 300 TDI

1998, Defender 300 Tdi, red, engine starts instantly and runs smoothly, BF Goodrich tyres, immobiliser, wind deflectors, general corrosion to paint work as you would expect for a vehicle this age, nice and clean in the cab, £3,850 ono.
 07807 743213 (Wrexham)



DISCOVERY TD5

2001, Discovery Td5, 114,000 miles, well maintained, one owner from new, five seats, good chassis, Waxoyled when new, MoT March 2016, genuine mileage with old MoTs, beige cloth interior, general AT tyres in vgc, part prepared for expeditions/play (planned to go to Iceland then volcano stopped travel) with good quality parts, D44 front winch bumper, steering guard, washer bottle and rear bumper, Scorpion treesliders, QT front and rear diff guards, Southdown tank guard, EBC uprated rear discs and Greenstuff pads, £4250.
 01647 433248 (Moretonhampstead)



DISCOVERY 300 TDIES PREMIUM

My Dad bought this car back in 2000 and has looked after it ever since, the car is a genuine 300 Tdi that has never been modified or taken off road and still drives superbly, full ES premium seven seat leather interior that has had seat covers fitted for the last 15 years, 132,600 miles, all panels are straight as are the unmarked colour matched alloys, the tyres were fitted last year and are approx 6mm all round, carpets are unmarked having been protected by floor mats their entire life, the car has a solid chassis, inner wings and importantly a solid boot floor, it passes it annual MoT every time, outstanding condition for a vehicle of this age, electrically adjustable seats, heated seats, electric windows and heated mirrors as well as a heated windscreen, twin sunroofs with working motors although currently sealed to prevent rain ingress (being honest), no knocks, crunches or whines from engine or

transmission, fitted with a tow bar and twin electric sockets so its ready for towing a caravan or horsebox, this is a fantastic example of a Discovery that has been well looked after, try finding another like it, strictly no agencies or time wasters, £3995.
07676829013 (Abergavenny)

£5000 - £9999



DEFENDER 200 TDI

1989, six-wheel Defender with 200 Tdi engine, green, 150,000 miles, runs good and is pretty solid, had tipper body on it but now removed, good strong workhorse, can MoT if needed, £7000.

07988 618354 (Sheffield)



DEFENDER 110 TD5

2003, 110 Td5, green, 92,000 miles, owned for three years, has been great, used for work as a kitchen fitter, it was Cat C damaged and repaired in 2004 and its wheelbase extended to 127in, has been DVLA checked and I took it to a Land Rover specialist who checked it out and all is very good, I have all but one old MoTs to verify mileage, etc., needs to be seen to be appreciated, very good tyres, new spare, central locking, electric windows (all four), MoT until February, £7000.

07730 523768 (Chelmsford)



DEFENDER 200 TDI

1994, Defender 90 200Tdi, 2.5-litre turbo diesel, L-reg, blue, 105,000 miles, sadly the day has come when I have to sell my beloved Defender, my husband won't let me keep it now I am expecting our first baby, always starts first time and has never let me down, I've also had the following work done to it: immobiliser, Safe-T-pedal lock, front brake pads replaced last September along with rear pads and discs, timing belt replaced just before 100,000 miles, new water pump and new radiator, new headlights, some welding on chassis, last month benefitted from new front

doors, MoT due in June, it's been the best car I've ever had, it quite happily trundles along the motorway at 70mph, I wouldn't be selling it if I wasn't pregnant and we hadn't just moved house, but sadly I now catch the train to work so cannot justify using it to commute as I once did, if I was keeping it then I would replace all four tyres, I'll be sad to see it go, £6000.
07769 221747 (Taffs Well)

SERIES IIA

Well-maintained Series IIA, yellow with galvanised chassis, extensive history, genuine mileage of 58,000, MoT'd February 2015 by independent Land Rover dealer with no advisories, taxed until March 2016, an older restoration done in 2002 including Turner cylinder head and parabolic springs, documented history from 2002 including the restoration, new reconditioned gearbox installed last year, host of extras has been added during my ownership (four years), Rocky Mountain door tops, new doors and locks, heated front windscreens, heater, Kenlowe fan, new radiator, new starter motor, new battery, alternator conversion, distributor and electronic ignition, canvas top with side windows, side steps, tow hitch (front and rear), respray to the outer panels, £6500.
01592 205544 (Kirkcaldy)



RANGE ROVER CLASSIC

1995, Range Rover Classic, 300Tdi, 130,000 miles, this car is in Barcelona (Spain), left hand drive, in good condition with no rust whatever, Tdi engine with manual gearbox, never done any off-roading, exterior and interior in good condition, always garaged and maintained correctly, good engine and gearbox, passed Spanish MoT with no advisories, underneath is in excellent condition, this vehicle has not been restored, finished in Epsom Green paint, has a few small dings and dents, Spanish plates, priced for a quick sale, 7300 Euros.
+34 629803232 (Spain)



DEFENDER 90 TD5 HARD TOP

2003, Defender 90 Td5 hard top, three-door, Imperial Blue, 2495cc turbo diesel, five-speed gearbox, 137,500 miles, off-road prepared, 2in suspension lift, steering guard and rear diff guard, tubular winch bumper with super winch, full chequer plate kit inc bonnet, six spot lights, rear work light, raised air intake, tow pack, CD player, cloth upholstery, mud terrain tyres, alloy gear

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knobs, roof rack with ladder, inverter, LEZ compliant UK supplied, side runners with chequer plate, 2007 onwards front seats (three) with seat heaters, MoT'd for five months, very reliable, £POA. 07540 981600 (Lewes)



DEFENDER 110 300TDI

1993, Defender 110, 300 Tdi SW, owned four years, 124,000 miles, much work done in that time, inc gearbox, transfer box and clutch renewal, 11 seats with belts, turbo, intercooler replaced in last 5000 miles, mechanically sound, cosmetically okay, just returned from holiday in Alps, not perfect (it's 21-years-old) but I would hop in it now and drive there again, MoT Jan 2016, much-loved family car, will be sad to see it go, but circumstances changed, £6250.

07557282234 (Market Harborough)

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DEFENDER 90

1994, Defender 90, 155,000 miles, nice solid pick-up with all work done and ready to go, full respray inside and out, new carpet inside, new one-piece tinted glass, all new chequer plate, DRL lights in new bumper, new fuel tanker and filler neck, new windscreen, rear shocks, discs and pads all round, brake lines, lift pump, doors, load bed fully lined, new outriggers, 1/3 rear cross member, chassis fully welded to high standard, new steering guard and front diff guard, new NAS LED rear lights, new tailgate, genuine WOLF wheels with Michelin XLZ tyres, retrimmed dash with matching gear gaiter, new aluminium gear and diff knobs, quite a bit more done for the full service including all filters and fluids replaced, still leaks a little oil but is 20-years-old, good strong engine pulls well with no gearbox issues and all hi/low and diff lock working as it should, professionally restored, 12 months MoT, inspection and test drive welcome, £6995. 07710579013 (Staffordshire)

RANGE ROVER VOGUE SE

1990, Vogue SE, Plymouth Blue,

automatic, four door, low mileage 36,865, garaged, one owner from new, SORN, £9000 01493 549520 (Dursley)



DEFENDER COUNTY 25 PETROL

1989, County hard-top, 2.5-litre petrol, genuine 85,000 miles, one previous owner, taxed and MoT'd, drives exceptionally well, full County trim plus side windows, new rear cross member, clutch and carburettor, good tyres, offers around £5000 01926 779479 (Kenilworth)



DISCOVERY TD5 GS

2003, Discovery Td5 GS, 53-reg, in excellent condition, 105,000 miles, Monti Carlo blue, recent total brake rebuild including 4 new calipers, new battery, new front hub bearings, FSJ, MoT, solid chassis with no welding, fully undersealed, £5000 01387 246245 (Dumfries)



DEFENDER 300 TDI CSW

1998, Defender 300 TSi, 140,000 miles, seven seats in metallic grey, lots of work carried out with new nuts and bolts, new suspension, brakes, steering bushes and ball joints, money spent on the important parts, starts first turn of the key, never let me down, £7499. 07880720640 (Liverpool)

OVER £10,000



DEFENDER 110

2007, Defender 110, XSDC LWB, double cab, 62,500 miles, metallic grey, full service history, as you can see this is

a truly stunning Defender, it really is this clean and drives without any faults, a joy to drive and boy does it turn heads, extras fitted to the car include uprated springs with 2in lift, stainless steel exhaust system, new alloys and 225/85/R16 Toyo M/T open country tyres (new), steering damper, side bars, snorkel, high lift jack mounted on rear, bespoke rear lockable tonneau cover, strong enough to stand on, bespoke frame for roof tent, momo steering wheel, £18,995. 07546 508798 (Barnet)



DEFENDER LHD

1992, Defender LHD, 2.5 diesel, grey, full new Bonatti grey paint job, 22" Stormer Range Rover Overfinch wheels with brand new tyres and billet adapters, 2in extended arches, new style front grille and light surrounds, snorkel, window tints, chequer plate bonnet, decking in rear, just Waxoyled underneath, looks and drives awesome, 140,000 miles, £18,500. 07988618354 (Sheffield)

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DEFENDER 110

2004, Defender 110, Td5 CSW, nine seater, 132,000 miles, manual gearbox with GKN Type R overdrive, MoT until June 2015, Epsom green, four good General Grabber AT tyres plus unused spare, tow bar and 7-pin electrics, dual battery, rear ladder, wing top chequer plate, full service history, two previous owners, £11,500. 07786 937822 (Tattershall)

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DEFENDER COUNTY 90

2010, Defender 90 County Station Wagon, one owner, genuine 29,000 miles, Izmir Blue, I bought this Defender on 26 April 2010 and had planned to keep it forever but I reluctantly have to let it go, it was Waxoyled when new and has been redone every year since, it has no corrosion inside or out, in perfect running order with new MoT, no damage whatsoever, it has been garaged and only used as a weekend driver, never off-road, the interior is like new, there have been no animals, kids or smokers inside it and the rear has only been used for soft luggage, the rear seats have never been sat on, County spec includes CD, central locking, electric windows, carpets, mats, mudflaps, KBX facelift grille and headlight surrounds with stainless bezels, extended wheel arches with 40mm wheel spacer kit, Bilstein uprated steering damper, full powder-coated chequerplate kit by Mammoth, tow bar kit fitted but never used, fastidiously maintained by experienced Land Rover enthusiast, no dealers or agents please, private enquiries only, £17,000 (non negotiable). 07900 283111 (Haddington)

RANGE ROVER 3.0 TDV6

2004, Range Rover 3.0 TDV6, 83,900 miles with FSH, MoT Sept 2015, finished in stunning Zambezi Silver, complemented by colour-coded door handle and mirror covers, clear side indicators, black LR badges, bespoke grille and side vents, usual features including air con, CD player, electric grey leather seats with black piping, cruise control and alloy wheels, full

set of mudflaps and thick charcoal carpets, must be seen as looks stunning throughout, £10,250
07971395622 (Peasedown St John)

SERIES I JUDE 1955

Land Rover Monthly readers will recognise Jude from the magazine a few years ago, we exported her to California but now her owner, former LRM publisher Cathie Howell-Thomas feels it's time to say goodbye, obviously this is a rare opportunity to acquire what is possibly the finest Land Rover Series I in North America and is universally known as 'Jude', subject of a total rebuild for a magazine feature in the UK in 2007, all work carried out in the UK by Land Rover specialists, wherever possible brand new 'old stock' parts were used rather than replica bits, 3,700 miles, this vehicle would easily fetch £30,000 in the UK, add importation costs of £5000 which translates to US \$52,500, we are asking just US \$40,000 which is a real bargain. See LRM For Sale webpage for contact details (San Diego, USA)

DEFENDER 110 LIMITED EDITION

Limited Edition Defender 110, Icon Heritage, 56,500 miles, Full Nene Overland Icon upgrades inc full Lincoln green leather interior (seats, dashboard, cubby box), fully carpeted throughout cab with complete LR rubber matting and soundproofing, upgrade to the cab, fully Waxoyled by Nene Overland,

stunning vehicle, £22,000.
07789114686 (Witham)

FOR SALE

OFF-ROAD TYRES

Removed from Defender 90, Recip trail 4x4, 265/75/R16, set of four, done less than 300 miles, £35 each ono.
01508 493200 / 07887398075 (Upper Stoke Holy Cross, collect only)

DISCOVERY SPARES

From 1997 vehicle, front wings and doors with good mirrors, bonnet, bumpers, tailgate, grille, headlights, indicators and seats, etc., £250 the lot.
07719779597 (Dartford)



RANGE ROVER P38 BECM

This unit is in perfect working order ready for programming to your car, you can send or bring me your old unit, I will program this unit with all the passwords, codes, etc., free of charge, after programming the unit is supplied unlocked for you to make any changes in the future, £60 plus p&p.
07842 664552 (High Wycombe)



ROCK SLIDERS

Terraforma rock sliders with tree bars to fit five door Discovery 1, heavy-duty steel box section, with tubular tree sliders, designed to protect the vehicle from damage during off-roading and replaces the original plastic sills, this pair were removed from vehicle after less than three years; the original black plastic coating has started to flake off, allowing surface rust to develop, otherwise undamaged, 350mm x 240mm x 1860mm and weighs 33kg, cost over £320 new, bargain at £150
07837 295242 (buyer collects from East Northamptonshire/Cambridgeshire border, PE8)

FREELANDER ICE

Freelander rear seat entertainment system, ebony leather head rests with built-in screens, genuine Land Rover, complete with instructions, bought but never fitted, allows DVD players, games consoles, etc., to be used in the rear of a Freelander 2, complete with two pairs of radio linked headphones, £650 ono.
01947 896113



SET OF WHEELS

Set of wheels and tyres taken off 2012 Evoque, will also fit Freelander, excellent condition, £450.
01332 571075



300TD ENGINE

1993 Land Rover Defender turbo diesel motor, 80,000 miles, it has been rebuilt, £700.
01789 266107 (Stratford upon Avon)

SCALE MODEL

1968-76 Corgi Dakari Land Rover 109 WB 438, black zebra stripes, tiger on bonnet, £45 (post free).
0208 3997 541 (Surrey)

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Landover 1999(T) Defender 110 County II Seater 5 Door Station Wagon, 2.5 TD5 Diesel, Boost Alloy Wheels with 265-75-16 BFG Mud Terrain Tyres, Tubular Side Steps, Chequer Plate Wing-Tops and Side Sills, Raised Air Kit, Dixon Bate Adjustable Tow Kit. Finished in Chawlow White Excellent Condition Throughout for year! Comes with new MOT + FULL service **£9250.00** Mileage: 133,000

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10 (60) Defender 90 Tdci County Hard Top. 1 Owner, 61k, FSH. **£15495+VAT.**



04 (54) DEFENDER 90 TD5 XS S/W. 151K, 6 SEATS, AIRCON. **£12495.**



2012 12 LAND ROVER DEFENDER 90 TDCI SOFT TOP 25000 miles, one owner, **£16750 +VAT.**



11 (11) Defender 90 Tdci County Hard Top. 1 Owner, 26K, FSH. **£16250+VAT.**



08 (08) DEFENDER 90 TDCI XS S/W. 60K, 4 SEATS, AIRCON. **£17995.**



09(59) Defender 90 Tdci County Special. Leather, Pan. Glass, etc. **£23495.**



1960 Series 2. 2.25 Petrol. 3 Owners, Original and Immaculate. **£18000.**



09 (09) Defender 110 Tdci County D/Cab. 1 Owner, 75k, FSH, No VAT. **£18495.**



07 (07) Defender 90 Tdci County Hard Top. 2 Owners, 52k, FSH, No VAT. **£16250.**

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06 06 Defender 90 TD5 Hardtop. Cairns Blue Metallic. Boost alloys. **£10,995 NO VAT**



98S Defender 90 Hardtop 300TDI. Rutland Red. LR Alarm. 40,000 miles. Superb throughout. **£14,750 NO VAT**



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98R Defender 90, 300TDI Estate, 91000 miles, just refurbished. **£9,995**



91H Land Rover Defender 200 Tdi. Had a £26,000 rebuild in 2009. Galvanised Chassis. G4 Orange. 91,000 Miles, **£12,000.**



91 H Land Rover Defender 110 truck cab 200 TDI Alpine White lots of extras only covered 61,000 miles must view to appreciate **£8995**

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KEN'S SI STUNNER

Immaculate 80-inch Series I is one of the best we've ever seen

Story: Dave Phillips

ONE OF the finest early Series Is ever to go under the hammer is to be auctioned on Saturday May 23.

The 1952 80in was restored by Ken Wheelwright, who is renowned for being the very best in the business. His previous restorations include three early pre-production prototypes and two Tickford Station Wagons. Ken was also commissioned by Land Rover to restore the Series IIA, which had been presented to Land Rover founder Maurice Wilks on his retirement from the Rover Company in 1965. This vehicle now forms part of Land Rover's own heritage collection.

Ken, who carries out all his restorations on his farm in Yorkshire, also built an exact replica of a Land Rover factory transporter, which took a painstaking two years to build from archive pictures only.

The Land Rover up for auction was originally supplied by the Grosvenor Motor Company of Rhyl, Flintshire, to Roger Hughes & Co Ltd, Civil Engineers of Colwyn Bay, North Wales, to be used by their site engineer.

When Ken became the Land Rover's third owner he undertook a full nut and bolt restoration, including galvanising the original chassis. Most original components were reconditioned, and when some parts were found to be beyond repair, original Land Rover new-old stock components were used.

The engine was completely rebuilt and rebored with new pistons and camshaft. In addition, a new wiring loom and brake components were fitted as was a new canvas roof and bench seating for four in the rear. The odometer reads 13,824 miles, but it is assumed it has gone 'round the clock'.

It is estimated to fetch between £26,000 and £28,000. But given the fact that this is one of the finest restored 80-inch Series Is ever seen, we at LRM reckon it is likely to fetch a good deal more than that.

It will be sold by Silverstone Auctions on May 23. For more details, go to www.silverstoneauctions.com/1952-land-rover-series-i-80





EARLY SERIES I

80" – 1948 TO 1953

THE ORIGINAL 80-inch Land-Rover is now a very valuable classic, with big prices for really good ones. Even barn-find derelicts fetch good money. The earlier and more original, the better. 1948-50 examples are the most sought-after, with pre-production and historic examples the most desirable. Post-1950 models offer the best value though. The Holy Grail of Land Rovers is the centre-steer prototype from 1947 – if it still exists, that is.

BUYER'S TIP: Join the Series I Club for parts and advice.

SPECIFICATIONS

1948-1951: 1.6-litre four-cylinder petrol, 55 bhp, 83 lb-ft torque. Four-speed manual, two-speed transfer box with permanent four-wheel drive (to 1950), later selectable.
1951-1953: 2-litre four-cylinder petrol engine, 52 bhp, 101 lb-ft.

PRICE GUIDE

Project: £2200 – £6000
Average: £6000 – £7000
Good: £7000 – £15,000
Excellent: £15,000 – £50,000+



LATER SERIES I

86", 107", 88", 109" – 1953 TO 1958

BETTER VALUE are the later Series Is. They are also more user-friendly as most of the inherent faults were ironed out over the years. The distinctive 107-inch Station Wagons, which look like they're built from giant Meccano, are extremely sought-after, and fetch good prices. The long wheelbase pick-ups represent very good value. Check any prospective purchase for rust – an inherent problem with all utility Land Rovers.

BUYER'S TIP: The best Series Is to drive.

SPECIFICATIONS

2-litre four-cylinder petrol engine, 52 bhp, 101 lb-ft torque. Also, from 1957, 2-litre four-cylinder diesel, 52 bhp, 87 lb-ft torque. Four-speed manual, two-speed transfer box with selectable four-wheel drive.

PRICE GUIDE

Project: £2000 – £4000
Average: £4000 – £6500
Good: £6500 – £15,000
Excellent: £15,000 – £50,000+



SERIES II/SERIES IIA

88" AND 109" 1958 – 1971

IN 1958 the austere flat sides of the Series I were replaced by the more rounded Series II – the classic Land Rover shape you still see today in the Defender. Values of Series IIs are rising sharply – pre-1961 and MoT-exempt models especially. Some have been retro-fitted with Tdi engines, which help them keep up with modern traffic. A SII should be a good ride. If it isn't, check the leaf springs aren't badly rusted and seized.

BUYER'S TIP: Parts are still cheap and plentiful.

SPECIFICATIONS

1958: 88s, diesels to 1961 and all transmissions same as Series I.
1958-1971: 2.25-litre four-cylinder petrol, 77 bhp, 124 lb-ft torque; 2.25-litre four-cylinder diesel, 62 bhp, 103 lb-ft torque. **1967-1971** (109 only): 2.6-litre six-cylinder petrol, 81 bhp, 132 lb-ft torque.

PRICE GUIDE

Project: £800 – £2200
Average: £2200 – £3800
Good: £3800 – £6000
Excellent: £6000 – £14,000



SERIES III

88" AND 109" 1971 – 1985

THERE'S NO such thing as a cheap and cheerful Series III any more, but IIIs still make affordable restoration projects, as parts are reasonably priced and readily available. The simplicity of the design makes them ideal for the home mechanic. Tidy originals command higher prices. The Stage One V8 is particularly sought-after, the ultra-rare short wheelbase version even more so. Look after your Series III and it will hold its value.

BUYER'S TIP: Affordable classic that's fun to drive.

SPECIFICATIONS

2.25 petrol/diesel and transmissions as Series IIA, 2.6 six-cylinder produced up to 1979.
1979-1985 Stage One V8 (109 only): 3.5-litre V8 petrol, 91 bhp, 166 lb-ft torque. LT95 four-speed manual with permanent 4WD.

PRICE GUIDE

Project: £700 – £2100
Average: £2100 – £3600
Good: £3600 – £6000
Excellent: £6000 – £14,000



MILITARY LIGHTWEIGHT

88" SERIES II AND SIII 1968 – 1984

THE NO-NONSENSE version of the Series Land Rover, built for the armed forces. In 1972 the military Series III got the same mechanical upgrades as the civilian model, including a five-bearing petrol engine and improved gearbox with synchromesh on all forward gears, as well as an alternator to replace the old dynamo. Today, Lightweights are in high demand with enthusiasts, so expect good ones to fetch serious money.

BUYER'S TIP: They're cold, draughty – and huge fun!

SPECIFICATIONS

2.25 petrol engines and transmissions as for Series IIA and Series III

PRICE GUIDE

Project: £1200 – £2500
Average: £2500 – £6000
Good: £6000 – £8000
Excellent: £8000 – £18,000





RANGE ROVER 1 (CLASSIC)

1970 TO 1996

EARLY THREE-DOOR examples command serious money and rarity, together with classic car collectors, are pushing prices up even further. But rust is the biggest enemy and steel body panels are getting difficult to source. V8s are expensive to run, but the later Tdi diesels are reasonably frugal. Later models certainly represent the best value and prices are rising, with high-spec versions like the Vogue SE or 4.2 LSE probably the most desirable.

BUYER'S TIP: Check very carefully for body corrosion.

SPECIFICATIONS

1971-1983: 3.5-litre V8, 125 bhp, 185 lb-ft torque. **1986-on** 3.5 EFI: 165 bhp, 206 lb-ft. **1989-1996:** 3.9 EFI V8, 185 bhp, 235 lb-ft or 4.2, 200 bhp. **1986-1992:** 2.4 VM turbo diesel, 112 bhp, 183 lb-ft, later 119 bhp 2.5.

PRICE GUIDE

Project: £1800 – £3100
Average: £3100 – £5200
Good: £5200 – £7500
Excellent: £7500 – £100,000+



FORWARD CONTROLS

SERIES IIA, IIB – 1962 TO 1972; 101 – 1972 TO 1978

THE SERIES IIA and IIB models were aimed at the civilian market: big capacity payloads for farmers and builders, but blighted by under-powered 2.6-litre six-cylinder petrol engines. The later 101 Forward Control – a big beast in every respect – was a no-nonsense military gun tractor with typical V8 petrol thirst. Some parts can be pretty hard to find, but there is fantastic back-up from clubs, with loads of enthusiasm to boot.

BUYER'S TIP: Is there enough room on your drive?

SPECIFICATIONS

SIIA/IIB: 2.6-litre six-cylinder petrol, 81 bhp, 132 lb-ft torque. **101:** 3.5-litre V8 petrol, 128 bhp, 185 lb-ft torque. Four-speed LT95 gearbox with permanent four-wheel drive.

PRICE GUIDE

Project: £2300 – £3750
Average: £3750 – £5000
Good: £5000 – £8000
Excellent: £8000 – £17,000



NINETY/ONE TEN

1983 TO 1990

THE VERY first of the coil-sprung utilities still retained the 2.25 engines from the outgoing Series III, but they were soon replaced by 2.5 units, plus an 85 bhp turbodiesel in 1986. Many are now retro-fitted with later Tdi engines. If not looked after, they are prone to rust, but good ones defy the years and continue to perform, and there's no shortage of spares. Prices are rising – not least because those over 25 years old ones can be legally exported to the USA.

BUYER'S TIP: Getting snapped up by enthusiasts.

SPECIFICATIONS

1983-1985: Engines as Series III/ Stage One V8. LT77 five-speed fitted to four-cylinder models. **1985-1990:** 2.5-litre petrol, 80 bhp, 129 lb-ft torque; 2.5 diesel, 68 bhp, 113 lb-ft; 3.5 V8 petrol, 113 bhp, 185 lb-ft, 134 bhp from 1986. LT85 five-speed fitted to V8 models.

PRICE GUIDE

Project: £1600 – £2800
Average: £2800 – £4000
Good: £4000 – £6000
Excellent: £6000 – £13,000



DISCOVERY 1

200TDI/300TDI/V8 – 1990 TO 1998

LAND ROVERS don't have to be expensive. If you're looking for a deal, the Disco 1 is very affordable. It is a capable off-road and refined too, but rust is a massive problem. Of course if you're handy with a welder, there's nothing that can't be sorted. Check out the floor, sills and inner wings. If regularly serviced 200Tdis and 300Tdi engines are pretty bulletproof. Prices starting to rise now as collectors snap up good early examples.

BUYER'S TIP: Good ones getting hard to find.

SPECIFICATIONS

200Tdi: 1989-1994. 2.5-litre turbo diesel. 111 bhp, 195 lb-ft torque. LT77S five-speed transmission. **300Tdi.** 1994-1998. 2.5-litre turbo diesel. 111 bhp, 195 lb-ft torque. R380 five-speed transmission. V8s as Range Rover Classic.

PRICE GUIDE

Project/trade: £300 – £800
Average: £800 – £2400
Good: £2400 – £4200
Excellent: £4200 – £7000



DEFENDER 200TDI

1990 TO 1994

DESIGNED FOR the Discovery, Land Rover's 200Tdi engine also ended up under the bonnet of the Ninety and One Ten, which were renamed Defender 90 and 110 to avoid confusion with the new model. This was the beginning of the golden era of Defenders and many would argue the greatest vehicles ever built. Recent owners will be pleased to hear there is a plentiful supply of engines and gearboxes from scrapped Discoverys of the same era.

BUYER'S TIP: A good one is a vehicle to cherish.

SPECIFICATIONS

2.5-litre turbo-charged, direct-injection diesel. 107 bhp, 195 lb-ft torque. LT77S five-speed transmission.

PRICE GUIDE

Project: £2500 – £3500
Average: £3500 – £6000
Good: £6000 – £12,000
Excellent: £12,000 – £35,000



RANGE ROVER 2 (P38A)

1994 TO 2002

BETTER THAN some would have you believe, the second-generation Range Rover's reputation for unreliability is sometimes undeserved. For a luxury 4x4, prices are very low. No serious rust issues to speak of and if you are handy with electrics and a laptop computer, you can use diagnostic software to solve most problems. The only downside: replacement parts can be pricey. The diesel option is a BMW six-pot turbo – a tad underpowered for such a heavy vehicle.

BUYER'S TIP: Good value for DIY auto electricians.

SPECIFICATIONS

4.0: 4-litre V8 petrol, 185 bhp, 235 lb-ft torque. **4.6:** 4.6-litre V8 petrol, 225 bhp, 277 lb-ft torque. **2.5:** 2.5-litre six-cylinder turbo diesel, 134 bhp, 199 lb-ft torque. R380 manual or ZF four-speed auto, permanent four-wheel drive.

PRICE GUIDE

Project/trade: £300 – £800
Average: £800 – £2300
Good: £2300 – £3700
Excellent: £3700 – £7000



FREELANDER 1

1997 TO 2006

AN AFFORDABLE entry-level Land Rover, but looking dated now. The 1.8 petrol engines are troublesome and best avoided. We'd opt for the more reliable diesel, which is economical and mechanically simple, but make sure it has been properly serviced, with particular attention to timing belt renewal. The later TD4 is more complicated but is chain-driven so no timing belt worries. Happily, Freelander has no rust issues to worry about.

BUYER'S TIP: Avoid the 1.8 petrol: Td4 diesel is best.

SPECIFICATIONS

Petrol: 1.8-litre four-cylinder petrol, 118 bhp, 121 lb-ft; 2.5-litre V6 petrol, 177 bhp, 177 lb-ft torque. **Diesel:** 1997-2000: 2-litre Rover four-cylinder turbo diesel, 96 bhp, 155 lb-ft torque. R380 five-speed transmission. 2000-2006: 2-litre BMW Td4, 110 bhp, 192 lb-ft.

PRICE GUIDE

Project: £400 – £700
Average: £700 – £1900
Good: £1900 – £3300
Excellent: £3300 – £5600



DEFENDER 300TDi

1994 TO 1998

WHEN THE Discovery 1 received the refined new 300Tdi engine, so did its Defender stablemate. Reliable, simple and easy to modify, these Defenders are as popular as ever. LWB 110s are usually cheaper, with the short wheelbase 90s in biggest demand. Good ones hold on to their value and will always be easy to sell. The 300Tdi is a legendary lump that is good for 250,000 miles if properly serviced, with timing belts changed at correct intervals.

BUYER'S TIP: Highly desirable, so invest in good security.

SPECIFICATIONS

2.5-litre turbocharged, direct-injection diesel. 111 bhp, 195 lb-ft torque. R380 five-speed transmission.

PRICE GUIDE

Project: £2700 – £3500
Average: £3500 – £6200
Good: £6200 – £12,000
Excellent: £12,000 – £40,000



DISCOVERY 2

1998 TO 2004

MUCH MORE than just a revamp of the original, the Disco 2 retained the stepped-roof looks and basic shape, but little else. An improved chassis, bodyshell and suspension, along with new engines and axles made this the best-handling Land Rover in its day. Thousands were sold so there are plenty to choose from and values are falling. V8 petrols are expensive, Td5 diesels economical. The bodies last well but the chassis can suffer catastrophic corrosion.

BUYER'S TIP: Carefully check that chassis for rust.

SPECIFICATIONS

Td5: 2.5-litre five-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. **V8:** 4-litre V8 petrol, 185 bhp, 235 lb-ft torque. R380 manual or ZF four-speed auto, permanent four-wheel drive.

PRICE GUIDE

Poor: £1100 – £1600
Average: £1600 – £2500
Good: £2500 – £4000
Excellent: £4000 – £7700



DEFENDER TD5

TD5 – 1998 TO 2007

THE FIVE-CYLINDER Td5 was the last Land Rover-derived diesel engine and it has proved pretty bulletproof over the years. Now in great demand as prices for all Defenders steadily rise. There are a good number of special editions to choose from and, if you are looking for a utility vehicle, a healthy amount of truck cabs and hard tops are always on sale. Reliable, but check service history.

BUYER'S TIP: A great all-rounder.

SPECIFICATIONS

2.5-litre five-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. R380 five-speed transmission, permanent four-wheel drive.

PRICE GUIDE

Poor: £4100 – £5000
Average: £5000 – £7100
Good: £7100 – £12,000
Excellent: £12,000 – £17,000





RANGE ROVER 3 (L322)

2002 TO 2012

THE THIRD-GENERATION Range Rover remains a vehicle to aspire to own. Earlier examples are very affordable, but don't underestimate the running costs – especially from the petrol V8s. The Td6 is, of course, more economical. Drivetrain and electric problems are not unknown, although most electronics can be sorted with modern diagnosis equipment. These vehicles don't go wrong very often, but when they do replacement parts can be pricey.

BUYER'S TIP: Prices tumbling – but not cheap to run.

SPECIFICATIONS

2002-2005: 4.4-litre BMW V8 petrol, 282 bhp, 325 lb-ft torque.
2002-2007: 3.0-litre BMW Td6 turbo diesel, 177 bhp, 287 lb-ft torque.

PRICE GUIDE

Poor: £3900 – £5000
Average: £5000 – £7400
Good: £7400 – £11,000
Excellent: £11,000 – £42,000



DISCOVERY 3

2004 TO 2009

WITH A production run of just five years before it was replaced, the Discovery 3 is the shortest-lived Land Rover model of modern times. Early models suffered reliability issues, usually caused by water ingress into the electrics. Running costs are high on the thirsty (ex-Jaguar) 4-litre V8 petrol models, but the vast majority of models on the secondhand market are economical 2.7 V6 diesels, which offer sensible running costs. No rust issues.

BUYER'S TIP: Check that everything electrical works.

SPECIFICATIONS

2.7-litre V6 turbo diesel, 190bhp, 324 lb-ft torque.
4.4-litre V8 petrol, 300bhp, 313 lb-ft.

PRICE GUIDE

Poor: £4000 – £6000
Average: £6000 – £9000
Good: £9000 – £11,000
Excellent: £11,000 – £17,000



RANGE ROVER SPORT 1

2005 TO PRESENT

THE SPORT fulfils the fast premium 4x4 segment with style. It shares the same platform as the Discovery 3/4 and is just as impressive off-road. A great long-distance cruiser and entertaining on the right roads. If you need a load-lugger though, the more versatile Discovery is better. Tyres, brakes and suspension tend to have a hard time, so buy carefully. Despite being replaced by the second-generation Sport, early models don't look at all dated.

BUYER'S TIP: Good ones are still in demand.

SPECIFICATIONS

2005-2009: 2.7-litre V6 turbo diesel, 190 bhp, 324 lb-ft. 4.4-litre V8 petrol, 300 bhp, 313 lb-ft.
Supercharged V8 390 bhp, 406 lb-ft. 2009-on: 3.0-litre V6 diesel, 244 bhp, 442 lb-ft. 3.6-litre TDV8 diesel, 272 bhp, 472 lb-ft.

PRICE GUIDE

Poor: £9000 – £12,000
Average: £12,000 – £13,500
Good: £13,500 – £16,000
Excellent: £16,000 – £42,000



DEFENDER TDCi

TDCi 2007 TO PRESENT

FOUR-CYLINDER Ford turbo-diesel (borrowed from the Transit van) matched to a six-speed gearbox and an all-new dashboard were all part of 2007's major revamp. The loss of front air vents and the distinctive humped bonnet aren't to everyone's taste – and not everybody loves the transmission either – but the brilliant off-road ability remains. The original 2.4-litre engine was replaced for 2012 with a new 2.2 with better emissions. UK production ends late this year.

BUYER'S TIP: Values hold very well.

SPECIFICATIONS

2007-2012: 2.4-litre four-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. 2012-on: 2.2-litre four-cylinder turbo diesel, 122 bhp, 265 lb-ft torque. Six-speed MT85 gearbox, permanent four-wheel drive.

PRICE GUIDE

Poor: £6300 – £8300
Average: £8300 – £12,200
Good: £12,200 – £17,600
Excellent: £17,600 – £50,000



FREELANDER 2

2006 TO PRESENT

A BIG improvement on Freelander 1. The towing capacity is just 2000 kg compared to the 3500 kg of bigger Land Rovers, but it's a worthy alternative to a Discovery. Lack of low range and ground clearance prevents hardcore off-roading, but it is still competent in the rough. Reasonable on fuel and with a decent-sized boot, too, there are no rust issues and it's ultra-reliable. Residual values falling now it has been superseded by Discovery Sport.

BUYER'S TIP: Prices now dropping.

SPECIFICATIONS

2.2-litre four-cylinder turbo-diesel, 150 bhp, 295 lb-ft torque. Six-speed manual gearbox with optional stop/start (eD4) or six-speed automatic. Permanent four-wheel drive.

PRICE GUIDE

Poor: £5100 – £6900
Average: £6900 – £8600
Good: £8600 – £11,500
Excellent: £11,500 – £21,000



DISCOVERY 4

2009 TO PRESENT

ALTHOUGH FROM the outside it looks like its predecessor, even sharing a few body panels, under the skin this is a very different animal altogether. With a powerful new diesel engine and all the reliability issues of the Discovery 3 now gone, this brilliantly versatile vehicle is as popular now as it was six years ago. It's a true seven-seater but fold those seats flat and you've got a cargo area comparable to a Transit van. The ultimate family car.

BUYER'S TIP: The very best tow car, bar none.

SPECIFICATIONS

3.0-litre V6 turbo diesel, 244bhp, 442 lb-ft torque.

PRICE GUIDE

Poor: £10,000 – £16,000

Average: £16,000 – £19,000

Good: £19,000 – £25,000

Excellent: £25,000 – £60,000



RANGE ROVER EVOQUE

2011 TO PRESENT

NOT A favourite with Land Rover enthusiasts, but a huge hit with the general public who have turned it into the brand's best-selling model. Two-wheel drive is more economical, but 4WD is the better performer – and it's not bad off-road. Launched in 2011, there are lots available on the market and as such some real bargains. Look for one with a panoramic roof as it brings welcome light to an otherwise gloomy cabin. Reliable and trendy? Yes. Practical? Not so much.

BUYER'S TIP: Plenty to choose from, so be picky.

SPECIFICATIONS

2.2-litre four-cylinder turbo diesel, 147 bhp or 197 bhp; 2-litre petrol, 237 bhp. Six-speed manual or automatic gearbox. Two-wheel and four-wheel drive.

PRICE GUIDE

Poor: £9,000 – £14,000

Average: £14,000 – £17,500

Good: £17,500 – £23,000

Excellent: £23,000 – £42,000



RANGE ROVER 4 (L405)

2012 TO PRESENT

WITH ITS aluminium chassis the fourth generation Range Rover is 420 kg lighter than its predecessor and, coupled with efficient new diesel engines, it's more frugal than any previous Range Rover. It's all comparative though! Taking depreciation into account, it will be several years before secondhand models offer economical motoring for all but the well-heeled. At present, values holding well.

BUYER'S TIP: A lot of car if you've got deep pockets.

SPECIFICATIONS

3-litre V6 (258 bhp) and 4.4-litre V8 (339 bhp) turbo-diesel engines; supercharged 5-litre V8 petrol (510 bhp). Eight-speed automatic gearbox.

PRICE GUIDE

Poor: N/A

Average: £39,000 – £45,000

Good: £45,000 – £64,000

Excellent: £64,000 – £100,000+



RANGE ROVER SPORT 2

2013 TO PRESENT

ALTHOUGH THE Range Rover Sport 2 is now cascading down to the secondhand market, a new one may prove a tempting purchase for those considering buying a secondhand Range Rover 4. Not only is it £20,000 cheaper, but performance, handling and economy are all better than its big brother. Although few will ever see a greenlane run, it's a brilliant off-road performer. Like all modern Land Rovers, it has a reputation for reliability too.

BUYER'S TIP: A future classic in the making.

SPECIFICATIONS

3-litre TDV6 (254 bhp) and SDV6 (288 bhp) turbo diesel engines; supercharged 5-litre V8 petrol (503 bhp). Eight-speed automatic gearbox.

PRICE GUIDE

Poor: N/A

Average: £39,000 – £42,000

Good: £42,000 – £49,000

Excellent: £49,000 – £75,000



DISCOVERY SPORT

2015 TO PRESENT

WHILST ON paper it replaces the Freelander 2, in reality the Discovery Sport is a very different beast altogether. Like all Land Rovers, it's built to be best in class off-road, but its on-road handling is astonishing, too. *LRM* editor Dave got the opportunity to drive it for hours on solid ice, in Iceland, and it never put a foot wrong. Considering all of the new technology, this versatile mid-size SUV represents excellent value for money. One of the most important cars of 2015.

BUYER'S TIP: Gets new Ingenium engine later this year.

SPECIFICATIONS

2.2-litre SD4, 190bhp. Six-speed manual and nine-speed automatic gearboxes.

PRICE GUIDE

Poor: N/A

Average: N/A

Good: N/A

Excellent: N/A

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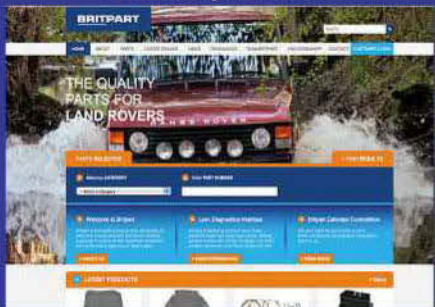
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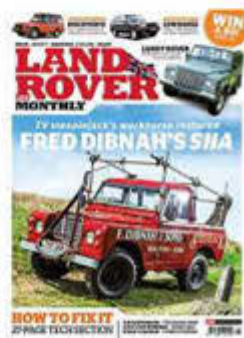
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SEPTEMBER 2014

DEFENDER GETS 412 bhp Mustang V8; 10 years of Discovery 3; L322 Range Rover Survival Guide; Ant Anstead's Series I; Original Overfinch Range Rover; Defender soft top conversion; Series Q&A



OCTOBER 2014

FULLY-LOADED expedition Defender; rare Discovery 1 prototype; Series III upgrade; Freelander 2 Survival Guide; Bespoke 90 road test; Socket sets tested; swivel housings replaced; Workshop Q&A



NOVEMBER 2014

DEFENDER OFF-ROAD tips and tricks; 25 years of Discovery 1; Series IIA and Range Rover restorations; Defender TDCi Survival Guide; Lincolnshire greenlaning; Td5 super service; Discovery 3 fuel pump



DECEMBER 2014

DEFENDER ICON 3.2; Range Rover Sport Survival Guide; Across the Great Divide; Algarve Adventure; Defender TDCi clutch; Replace body cappings; Series I dedication; Cotswolds greenlaning



JANUARY 2015

ULTIMATE LAND ROVER Buying Guide; Stunning early Range Rover Classic; Survival Guide: 2.25 petrol engine (part 1); Essex greenlanes; Discovery Mpi; Bulkhead repairs; P38 ABS system; Classic Q&A



WINTER ISSUE

WINTER DRIVING Advice; Christmas Gift Guide; New Forest Defenders; Stage One V8 Project completed; Holland & Holland Range Rovers; 2.25 petrol engine (part 2); Series II rebuild; Freelander 2 service



FEBRUARY 2015

HISTORY OF LRM; Discovery Sport: 1st drive; 1998 Anniversary Defender V8; Engines of the future; Tanzania safari; Series I restoration; Td5 engine explained; Discovery front bearings; Classic Q&A



MARCH 2015

SUPER-FAST 6.2 V8 Defender; Herefordshire greenlaning; Range Rover Evoque Survival Guide; Electric Defender; Freelander Service Guide; 6x6 Defender; Around the World Adventure; Classic Q&A



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HOW TO make your Land Rover last for ever; Darien Gap: exclusive interview; Series I fire engine; North Yorkshire greenlaning; Series gearboxes; Lock grip wrenches; Exploring France by Land Rover



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[JONNY BOGGS, CARRICKFERGUS, NORTHERN IRELAND]

1987 NINETY

How old are you and what do you do?
I'm 15 years old and still at school.

Tell us about your project...

I have always loved Land Rovers and after pestering my dad for one for over a year, he finally gave in. It had a black body, golden roof and gold grille. I instantly fell in love with it.

How long ago was this?

This was two years ago and since then I have driven it twice.

What condition was it in back then?

Dad was very impressed with how it drove. It was only when I stripped it back that I noticed the terrible rust on the bulkhead and chassis.

Do you know its history?

It was first registered in England in 1987 and has had eight previous owners. It was originally green.

How is the engine running?

The 19J engine is running well despite its 138,000 miles on the clock. I would like to replace it, but it will be too expensive. Maybe one day.

What are your plans with it?

I am totally rebuilding it and respraying it red. My plan is to have it ready for when I turn 17.

What have you done so far?

I have totally stripped it down. I managed to get my hands on a galvanised chassis and now I'm building it all back up again.

What has been the hardest part?

The bulkhead was beyond repair so we bought a secondhand one to do up, but it proved too much for me. I tried welding it, but I wasn't happy with the result.

Who is helping you with the project?

My dad helps when he can. *Land Rover Monthly* contributor Trevor Cuthbert has given us some really good advice and

collected the galvanised chassis for us.

Anything to add?

I am learning so much and having fun at the same time. Hopefully I will get better at the welding side of things. I am also looking forward to going to the Billing Show this year.

How do you plan on getting there?

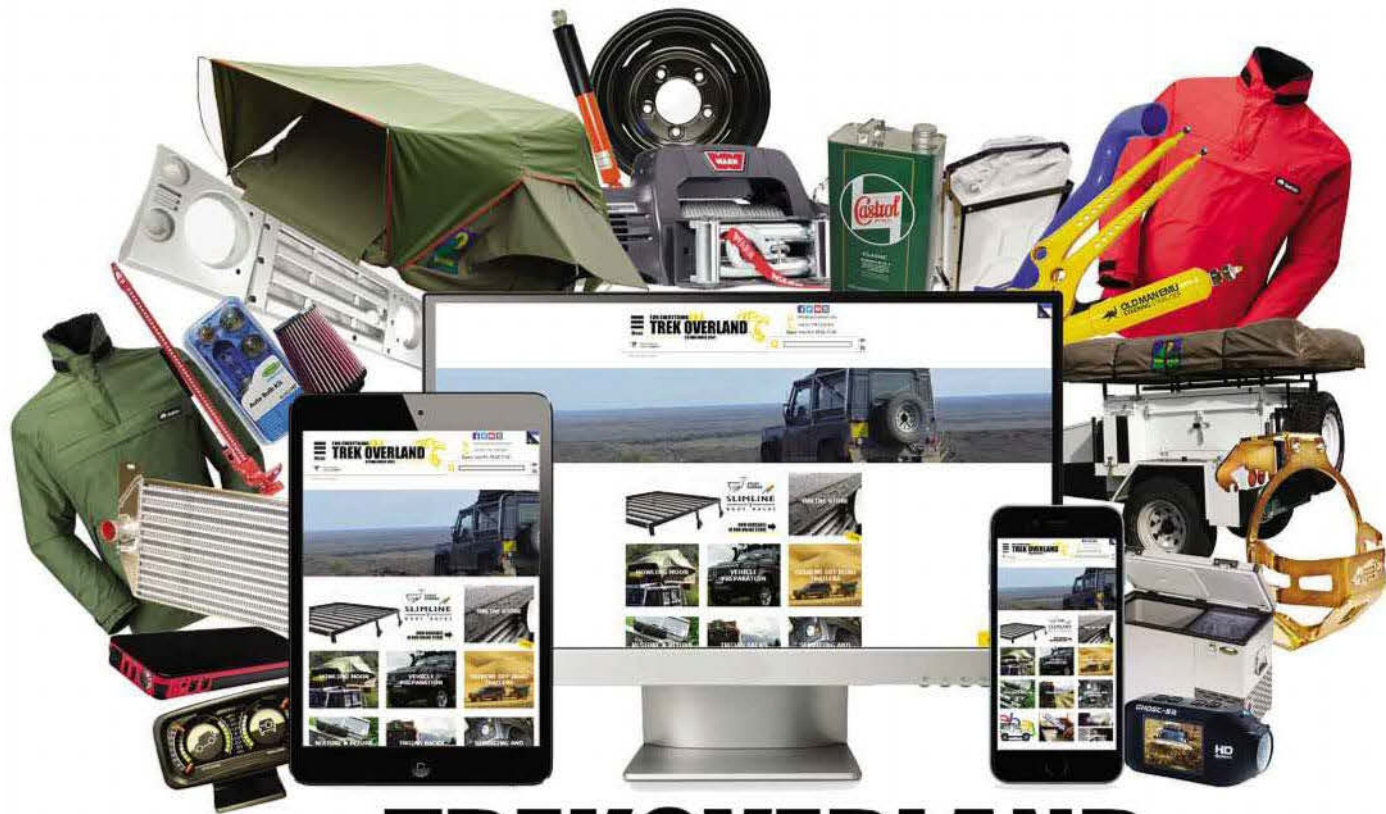
Dad and I will be flying over to Birmingham on Friday, then a train to Northampton and a taxi to the show.

What will you do when you grow up?

I want to be a classic car mechanic, as all you need to fix modern cars is a computer. My dream job would be to work with Ant Antstead on *For the Love of Cars*.

What's your dream Land Rover?

I have a few! I would love to own a Series IIB Forward Control, a Series I 86-inch and maybe a two-door Range Rover Classic V8.



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DA7305
Black/Red

Drawing on decades of racing history, Sparco has created a line of street car seats that offer the ultimate in comfort and performance. The ergonomic designs help cradle and protect the driver against even the most demanding lateral forces.

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It has been built with comfort and support in mind but it's lower side bolsters and slightly narrower steel frame allow it to fit into vehicles where fitting seats with larger side bolsters may be difficult. The seat features backrest harness slots so that it can be used with a race type harness or normal seatbelts.

The seats can be reclined using the double adjuster lever. Made from a durable fabric, the R100 is available in single tone or duo-tone styles. Duo-tone styles feature contrasting side accenting and stitching to match any interior. The Sparco R100 Seat range is designed to attach using Sparco vehicle specific seat mounts.



DA7301
Black leatherette



DA7302
Black/Blue



DA7303
Black/Grey



DA7304
Black/Black



DA7306
Seat runners

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Mounting kit - fixed
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Mounting kit - removable

